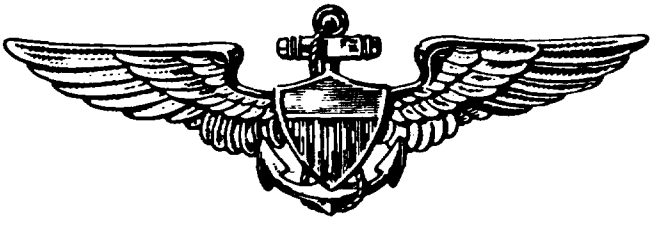
102

# AIRCRAFT INVENTORY REPORTING SYSTEM (AIRS)



## OPNAV INSTRUCTION 5442.2G

## DEPARTMENT OF THE NAVY
## CHIEF OF NAVAL OPERATIONS

LOCATOR CROSS-REFERENCE SHEET

OPNAVINST 5442.2G

06 JUL 1992

Subj: Aircraft Inventory Reporting System

This directive is not filed in these directives binders, but may be found at the following location:

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350-2000

IN REPLY REFER TO
OPNAVINST 5442.2G
OP-515

06 JUL 1992

OPNAV INSTRUCTION 5442.2G

From: Chief of Naval Operations

Subj: AIRCRAFT INVENTORY REPORTING SYSTEM (AIRS)

Ref: (a) OPNAVINST 4790.2E (NOTAL)
(b) OPNAVINST 3110.11S (NOTAL)

Encl: (1) Aircraft Inventory Reporting System

1. Purpose. To issue reporting instructions concerning the inventory and logistics flow of Navy and Marine aircraft, and to specify policies and procedures relating to accounting for such aircraft.

2. Cancellation. OPNAVINST 5442.2F.

3. Effective Date. All provisions of OPNAVINST 5442.2G are effective on 01 October 1992.

4. General. This instruction modifies the superseded reporting system in the following areas:

a. Consolidation. The Aircraft Inventory Reporting System (AIRS) has been revised, incorporating aircraft controlling custodian, Naval Aviation Depot Operations Center, Naval Aviation Maintenance Office and Naval Sea Logistics Center requirements/ inputs. This edition provides aircraft reporting custodians with a single aircraft accounting directive responsive to information requirements at all echelons. The introduction, policy and overview sections define requirements, administrative command hierarchy/responsibilities, and inventory management/reporting policies. It also addresses security and communication.

b. Aircraft custody/status change (XRAY) reporting is fully defined in chapter 2. XRAY examples have been added to assist in report preparation. The aircraft record "A" card (OPNAV 5442/9) remains unchanged except that the recording of Aircraft Service Period Adjustment (ASPA)/Paint and Corrosion Evaluation (PACE) aircraft has been added when applicable. The aircraft accounting audit report has been revised to conform to the XRAY format. All reporting will now be accomplished by message. Aircraft service life indices (PERIOD END DATE (PED)/OPERATING SERVICE MONTHS (OSM)) will only change on OPERATING SERVICE PERIOD (OSP) revision to reference (b), an adjustment resulting from an ASPA inspection, re-computation upon completion of a special rework process requiring 30 days or more at the depot site (i.e., at the NAVAL AVIATION DEPOT (NADEP) or Commercial Rework Activity site) or re-computation upon completion of storage at NASC FS activities.

5. Action. Provisions of this instruction become effective on 01 July 92. Requirements for XRAYs reported by reporting custodians to controlling custodians are specified by this instruction. XRAYs transmitted by controlling custodians to the Chief of Naval Operations (CNO) will always contain data items as specified in enclosure (1), Chapter 2.

6. Forms. The following forms may be obtained through normal supply channels in accordance with NAVSUP P-2002D. Previous editions of these forms may be used until exhausted.

| FORM NUMBER | TITLE | STOCK NUMBER |
|---|---|---|
| DD 250 | Material Inspection & Receiving Report | 0102-LF-009-9200 |
| OPNAV 4790/19 | Aircraft Logbook (Binder) | 0107-LF-770-3385 |
| OPNAV 4790/21A | Monthly Flight Summary | 0107-LF-047-9107 |
| OPNAV 5442/9 | Aircraft Record "A" Card | 0107-LF-054-4245 |
| OPNAV 4790/104 | Aircraft Inventory Record Certificate and Record of Transfer | 0107-LF-047-9529 |

7. Reports. OPNAV 5442-1 (MIN:CONSIDERED), Aircraft Custody/ Status Change Report and OPNAV 5442-6 (MIN:CONSIDERED), Aircraft Accounting Audit Reports are approved for 3 years only from the date of this directive.

R. D. MIXSON
Assistant Chief of Naval Operations (Air Warfare)
(Acting)

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| | 42Q | (Fleet Logistics Support, Wing and Squadron (VR, VRC)) (3) |
| | 42R | (Fleet Composite Squadron (VC)) (3) |
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RECORD OF CHANGES

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OPNAVINST 5442.2G

06 JUL 1992

# AIRCRAFT INVENTORY REPORTING SYSTEM

Enclosure (1)

# AIRCRAFT INVENTORY REPORTING SYSTEM

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SUMMARY OF CHANGES TO
OPNAVINST 5442.2G

The Aircraft Inventory Reporting System (AIRS) has been revised, incorporating aircraft controlling custodian, Naval Aviation Depot Operations Center, Naval Aviation Maintenance Office and Naval Sea Logistics Center requirements/inputs. This edition provides aircraft reporting custodians with a single aircraft accounting directive responsive to information requirements at all echelons.

## CHAPTER 1

The introduction, policy and overview sections define requirements, administrative command hierarchy/responsibilities and inventory management/reporting policies. This chapter also addresses security and communications. The submission of quarterly reports by aircraft controlling custodian using the ASC II format has been added to ACC responsibilities. DSDI has been replaced with PACE (Paint and Corrosion Evaluation), and Bailment aircraft have been changed to "contractor held" aircraft. (See appendix A for definition of "Contractor Held").

## CHAPTER 2

Aircraft custody/status change (XRAY) reporting is fully defined and discussed in this chapter. XRAY examples have been added to assist in report preparation. Procedures for XRAY reporting of ASPA/PACE inspections has been added. Action codes G,R, & Y XRAYs will report flying hours in period and flight hours in life in the remarks section upon receipt of an aircraft from another ACC. Status code G50 has been added for aircraft undergoing ASPA at the Depot site.

## CHAPTER 3

The aircraft record "A" card (OPNAV 5442/9) remains unchanged except that the recording of ASPA/PACE aircraft has been added when applicable.

## CHAPTER 4

The aircraft accounting audit report has been revised to conform to the XRAY format. All reporting will now be accomplished by message.

## APPENDIX A

The glossary has been updated for changes in terminology and definitions.

# CHAPTER 1
# INTRODUCTION, POLICY AND OVERVIEW

## 101. Requirement For Aircraft Information

The Naval Aircraft Inventory Reporting System (AIRS) exists to satisfy requirements of the Offices of the Secretary of Defense, the Navy Department and subordinate commands for comprehensive information on Navy and Marine aircraft. The system is designed to produce current and historical data on the aircraft inventory's location, status, service age and logistics flow in sufficient depth to serve as a basis for naval aviation management, planning and budgeting processes at all command echelons. Procurement of new aircraft, replacement of overaged or damaged aircraft, and the management of unit inventories at primary aircraft authorization (PAA) levels are related to the XRAY report. The importance of complete, accurate and timely reporting cannot be overemphasized. Users of this instruction should review appendix A, Glossary of Aircraft Terminology relating to AIRS.

## 102. Reportable Inventory

a. The provisions of this instruction are limited to fixed and rotary wing aircraft, including sailplanes and drones (man-carrying). Aerial targets (non-man-carrying), unmanned air vehicles (UAV) and guided missiles are excluded.

b. Aircraft become subject to AIRS upon official acceptance or reinstatement by the Navy and remain so until finally stricken from the inventory.

## 103. Reports Required

a. For normal reporting requirements, reporting custodians prepare and submit the Aircraft Custody/Status Change (XRAY) Report (via naval message) and the Aircraft Accounting Audit Report (via routine admin/naval message) directly to the cognizant aircraft controlling custodian (ACC).

b. Special reporting requirements

(1) A single activity may have reporting custody of aircraft assigned under more than one ACC. When that occurs, the activity will act as a separate reporting custodian (with a separately assigned permanent unit code) for each different ACC situation which exists.

(2) INSERVICE reporting occurs when an activity has physical, but not reporting, custody of an aircraft. Paragraph 203 provides a detailed explanation of the responsibilities assigned to INSERVICE (physical but not reporting) custodians of aircraft.

104. Designation of Aircraft Controlling Custodians (ACC)

For purposes of the AIRS, and in no way altering the naval administrative organization or other command relationships, ACCs of aircraft are as designated below:

| CONTROLLING CUSTODIANS | ABBREVIATIONS FOR AIRS |
|---|---|
| a. COMMANDER NAVAL AIR FORCE U.S. ATLANTIC FLEET (COMNAVAIRLANT) | LANT |
| b. COMMANDER NAVAL AIR FORCE U.S. PACIFIC FLEET (COMNAVAIRPAC) | PAC |
| c. COMMANDER NAVAL AIR RESERVE FORCE (COMNAVAIRESFOR) | CNARF |
| d. CHIEF OF NAVAL AIR TRAINING (CNATRA) | CNATRA |
| e. COMMANDER NAVAL AIR WARFARE CENTER (COMNAVAIRWARCEN) - Code 23 is the administrative inventory reporting requirements central point of contact for: | |
| (1) Aircraft assigned to COMMANDER NAVAL AIR SYSTEM COMMAND (COMNAVAIRSYSCOM) Test and Evaluation | NASC T&E |
| (2) Aircraft assigned to COMNAVAIRSYSCOM Air Stations | NASC STF |
| (3) Aircraft assigned to COMNAVAIRSYSCOM Fleet Support | NASC FS |

105. Designation of Reporting Custodians

a. Reporting custodians are those units with an allowance for aircraft, an inventory of aircraft, or both. For the purposes of AIRS a reporting custodian's ACC is that command to which the reporting custodian is responsible for aircraft custody regardless of physical location.

b. A detachment of a squadron becomes a reporting custodian when directed by the ACC or when deployed to an area substantially removed from the parent squadron.

c. Detachments may be designated as reporting custodians for purposes of reflecting inventory and activity when such activity is chargeable to secondary accounting data as in the case of multi-mission units.

d. An ACC may, without prior approval of the Chief of Naval Operations (CNO), designate any unit under his control as a temporary reporting custodian.

106. Responsibilities of Aircraft Controlling Custodians (ACCs)

a. To monitor the performance of their reporting custodians for reporting requirements of this instruction and reference (a).

b. To forward XRAY data to CNO.

c. To forward audit data to CNO.

d. The submission of quarterly reports (31 DEC, 31 MAR, 30 JUN, and 30 SEP) to CNO. This data will be transmitted either on floppy diskette (5 1/4" low density) or via MODEM. It must be in ASCII format record length of 85 characters. The data elements, which are positional dependent and their size, are as follows:

| POS | ELEMENT | SIZE |
|---|---|---|
| 1 | BUNO (BUREAU NUMBER) | 6 |
| 2 | TMS (TYPE MODEL SERIES) | 9 |
| 3 | AV3M (AV-3M ORG CODE) (OPTIONAL) | 3 |
| 4 | PUC (PERMANENT UNIT CODE) | 6 |
| 5 | LOCATION (BUNO LOCATION) | 20 |
| 6 | STATUS (STATUS CODE) | 3 |
| 7 | PER (PERIOD) | 3 |
| 8 | PED (PERIOD END DATE) (MMYY) | 4 |
| 9 | EXT (EXTENSION) | 2 |
| 10 | ASPA (ASPA/PACE) | 6 |
| 11 | OSM (OPERATING SERVICE MONTHS) | 3 |
| 12 | STRKCDE (STRIKE/DAMAGE CODE) | 4 |
| 13 | LIFEHRS (HOURS IN LIFE) | 6 |
| 14 | BLANK (2 BLANK SPACE) | 2 |
| 15 | DOA (DATE OF ACTION) (YYMMDD) | 6 |
| 16 | CMCDE (COMMAND CODE) | 2 |
| | | 85 |

107. Responsibilities of Commanders Fleet Air Wings (COMFAIR) (cognizance by geographical area), Commanders Functional Wings (COMWING), (cognizance by functional area), Commanding Generals Marine Aircraft Wings (CGMAW), Commanding General First Marine Brigade (CG FIRST MAR BDE) and Marine Aviation Logistics Squadrons (MALS)

a. To monitor XRAY and Aircraft Accounting Audit Reports submitted by units under their cognizance to ensure accuracy and timeliness.

b. To maintain a record of XRAYs on each aircraft within the command's cognizant area to monitor AIRS information.

c. To initiate corrective action on reporting discrepancies related to aircraft assigned under their cognizance.

d. To instruct and direct AIRS reporting procedures within cognizant units.

## 108. Responsibility of Reporting Custodians

Units/activities designated as reporting custodians of aircraft are the initial source of all data required by this instruction. Reporting custodians are those Navy and Marine squadrons/units and commercial contractors assigned custody of aircraft for purposes of flight, repair/rework or storage. From initial acceptance to final strike from the naval inventory, each aircraft is simultaneously in the custody of one reporting custodian and one ACC. Reporting custodians are responsible for:

a. Submitting XRAY reports as XRAY data items change. Chapter 2 describes the XRAY report in detail.

b. Ensuring, upon transfer of an aircraft, to another reporting custodian, that all appropriate addressees are included on receipt XRAY from receiving custodian (transferring ACC, FUNCWING/TYPEWING). Should the information copy of the receipt XRAY fail to arrive within 48 hours of the aircraft arrival, the transferring unit will query the receiving activity by message or other rapid communications means as to the status of the receipt transaction. Upon receipt of the XRAY copy, a final entry will be made on the "A" card by the prior reporting custodian to indicate the action date, the receiving activity, and the date time group of the receipt XRAY message.

c. Maintaining record "A" cards on aircraft in reporting custody as explained in Chapter 3.

d. Submitting aircraft accounting audit reports to ACCs. Chapter 4 describes the aircraft accounting audit report in detail.

## 109. XRAY Reporting Prerogatives of Aircraft Controlling Custodians (ACCs)

ACCs are authorized to vary the mode of transmission, precedence and/or classification of reports. Additions to the prescribed list of addresses or remarks sections are also authorized. No other deviations to the prescribed XRAY procedures are authorized without prior written approval of CNO (OP-515).

## 110. Units Under Controlling Custody and Operational Control of Different Fleets

Each XRAY will be sent action to the ACC of the reporting unit and INFO to the ACC of the fleet under whose Operational Control (OPCON) the unit is operating. Each XRAY will include the ACC of the aircraft in the SUBJ line.

111. XRAY Reporting Policies

Aircraft will be held in a status code only as long as the situation defined by the status code exists. For example, aircraft completing depot maintenance involvement for special rework will be placed in operating status (A__) on completion of depot involvement. Aircraft will not be held in special rework status until outstanding organizational or intermediate level maintenance discrepancies have been resolved. Following paragraphs contain reporting policies and guidance on additions to the inventory, custody change, "contractor held", loan to and from the Navy, computation of service age in period and life, Aircraft Service Period Adjustment (ASPA), Paint and Corrosion Evaluation (PACE) and the process of aircraft strike and retirement. Normally, when assigned to operating commands (i.e., LANT, PAC, CNARF, CNATRA, NASC T&E or STF), aircraft remain in operating status (A__) throughout the operating service period. Adherence to aircraft inventory management policies and guidelines with accurate, timely XRAY reporting is essential. Aircraft inventory status and distribution, as reported by XRAYS, affect management decisions at higher command echelons. In turn, those decisions impact aircraft availability and logistics support at operating units.

112. Addition of Aircraft to the Naval Inventory

The process of adding aircraft to the naval inventory whether from new production or another service requires two steps. First, assignment of a unique Bureau Number (BUNO) to each aircraft and second, submission of an XRAY reporting receipt of the aircraft with title to the Navy. CNO (OP-515) maintains and controls a master bureau number log to ensure that a BUNO once assigned for use will never be reused.

a. BUNO assignment to new production aircraft. On request of the Naval Air Systems Command (AIR-1002), CNO (OP-515) provides blocks of consecutive six digit numbers for assignment to contracts for each aircraft being procured. AIR-1002 issues the BUNOs for the contract via the Program Manager to the activity designated to accept the aircraft for the Navy. Acceptance of new production aircraft is reported by acceptance action XRAY. Aircraft procured by the Navy for other U.S. Government agencies or Military Assistance Program (MAP)/Foreign Military Sales (FMS) agreements do not enter the Navy inventory. If required, BUNOs are assigned for production control purposes only.

b. BUNO assignment to aircraft acquired from other than new production will have a serial number assigned. The serial number however, may duplicate a BUNO used previously by the Navy. Preliminary negotiations for addition of the aircraft to the naval inventory will include assignment of a BUNO by CNO (OP-515) to ensure uniqueness. If the directive authorizing assumption of

title does not include a BUNO assignment, activities will contact CNO (OP-515) via the ACC for assignment. Acceptance of aircraft from sources other than new production are reported by reinstatement XRAY.

Note: Naval aircraft previously stricken from the inventory will be reinstated using the original BUNO assigned prior to strike.

113. Aircraft Ferry Movement/Custody Change

Aircraft ferry movement is the flight or flights of an aircraft for the exclusive purpose of aircraft transfer between reporting custodians. The movement may involve change in reporting or physical custody based on guidance contained in the movement directive. Unless special provisions are made, all ready for ferry aircraft will be safely flyable and configured with fully operable navigation equipment, instruments and safety systems. The aircraft must meet applicable Naval Air Training and Operating Procedures Standardization (NATOPS) and Federal Aviation Agency (FAA) regulations to ensure safe flight while in day or night Instrument Meteorological Conditions (IMC). Transoceanic deliveries require at least one operable HF radio in the flight and any two of the following navigation systems: Inertial, Omega, Periscopic Sextant or Loran. Movement of aircraft also occurs by airlift and surface transportation. Tactical movements including reporting custodian location change, flyaways, Type Training (TYT), Weapon Exercises (WEPEX), Carrier Qualification (CARQUAL), Weapon Tactics Instruction (WTI) or flights for ferry mission support (tanker, airlift) are not ferry movements. The following paragraphs apply to ferry crew assignments:

a. Aircraft Ferry Crew Assignment. Air type commanders, as CNO's operational agents for the accomplishment of the Department of the Navy (DON) Aircraft Ferry Mission, through the functional wing commanders/Marine air wing commanders, are authorized to assign any aircrew to ferry any DON aircraft of the type and model for which they are qualified. Functional wing commanders have first right of refusal for ferry flights and ferry crew assignments on all new or reworked aircraft delivery flights. Once functional wing commanders are unable or decline flights for aircraft ferry movement, Defense Plant Representative Offices (DPRO) and Naval Aviation Depot (NADEP) fleet qualified pilots assigned to the NAVAIRSYSCOM type command will be afforded the opportunity to ferry aircraft from their facility at the type commander's discretion.

b. Change in Reporting Custody for aircraft being delivered to rework, depot level maintenance or commercial contract facilities. Change in reporting custody will occur at the destination if the delivering ferry crew is provided by the functional wing commander. If the delivering ferry crew is provided by a NAVAIRSYSCOM type command, change in reporting custody will occur at the ferry flight point of origin.

c. Change in Reporting Custody for aircraft being received from rework, depot level maintenance or commercial contract facilities. Change in reporting custody will occur at the destination if the delivering ferry crew is provided by a NAVAIRSYSCOM type command. If the delivering ferry crew is being provided by the functional wing commander, change in reporting custody will occur at the ferry flight point of origin.

d. Ferry crews for aircraft ferry movements to and from storage facilities under NASC FS controlling custody will be assigned as follows:

(1) Flights to storage facilities will be flown by crews assigned from the transferring reporting custodian with custody change occurring at the destination.

(2) When aircraft are removed from storage facilities, the receiving activity will provide the ferry crew. Reporting custody changes at the ferry flight point of origin.

e. Custody change in association with airlift or surface shipment.

(1) ACCs other than NASC FS. For aircraft enroute overseas via surface or airlift shipment, custody changes upon arrival at the location of the receiving custodian. During transit, the cognizant ACC may direct transfer of the aircraft to an aviation ship or unit for transportation purposes.

(2) NASC FS responsibilities. Whenever NASC FS preserves and delivers a ready for issue (RFI) aircraft aboard a ship, or transport aircraft for overseas movement to an operating unit, reporting and controlling custody will change to the operating unit and its ACC upon arrival at the operating unit. Conversely, reporting and controlling custody changes to the NASC FS activity upon offloading dockside in Continental United States (CONUS). Whenever aircraft in the controlling/reporting custody of NASC FS activities outside of CONUS are moved to CONUS for additional work by a CONUS NADEP, controlling custody shall remain with NASC FS.

(3) ACC exceptions. Where aircraft undergoing ferry movement overseas would result in NASC FS having controlling custody but an operating command (LANT or PAC) desires custody during movement, the following is authorized: The ACC (LANT or PAC) may, via movement directive, specify initial transfer to a reporting custodian in CONUS. A second directive may then be used to transfer the aircraft overseas.

f. Aircraft disabled during ferry movement. On notification, shorebased naval aviation activities in close geographical proximity to the disabled aircraft will provide all possible assistance to return the aircraft to flight status. Normally

reporting custody will not change. If repair is beyond the maintenance capability of the activity, however, the ferry crew will notify their reporting custodian and ACC for disposition of the aircraft. At the discretion of the ACC, another reporting custodian may be designated to assume inservice reporting on the aircraft until it is returned to flight status and the ferry is continued.

g. Aircraft approved for strike will be ferried or moved to the site of final disposition prior to strike from the naval inventory (i.e., strike action XRAY report) as explained in paragraph 117.

114. "Contractor Held" Aircraft

In some instances contractors are provided aircraft under a contract with the Navy. Normally contracts are written as Bailment Agreements or as Government Furnished Property (GFP) as part of a separate contract. If there is a Defense Plant Representative Office (DPRO) on site, the reporting custody will be transferred to the DPRO. GFP, Bailment, or Extension of Bailment require approval of CNO OP-50. See definition of "Contractor Held" in Appendix A.

a. NASC Test & Evaluation (T&E) under COMNAVAIRWARCEN, manages aircraft provided for research, development, evaluation or production testing from the Navy.

b. NASC FS under COMNAVAIRWARCEN, manages aircraft provided for depot level rework/modification from the Navy.

c. Contractor Held aircraft are reported as "Non-Standard Service Life" aircraft.

115. Loan of Aircraft to the Navy and Loan of Aircraft by the Navy to Non-Naval Activities.

ACCs/reporting custodians will not enter into loan agreements on aircraft without authority or direction of CNO (OP-50). When authorized, whether the aircraft will be loaned to the Navy or loaned to a non-Navy recipient, a loan agreement will be negotiated.

a. Loans of aircraft to the Navy are identified in two categories depending on the period of the loan agreement.

(1) Long Term Loans to the Navy. Aircraft loaned to the Navy for more than 1 year will be subject to the same reporting requirements as aircraft acquired from other services. Assignment of a BUNO and a reinstatement action add the aircraft to the Naval inventory. Subsequently, the aircraft will be reported as if it were a regular Navy aircraft subject to normal XRAY reporting. Upon termination of the loan agreement the aircraft is reported

stricken and returned to the loaning organization. Reported information provides logistics support for aircraft operations and history of custody and service life while in Navy custody.

(2) Short Term Loans to the Navy. Aircraft loaned to the Navy in support of test and evaluation projects or related special training of 1 year or less will enter the naval inventory in the same manner as long term loan aircraft (BUNO assignment and reinstatement action). Short term loan aircraft will be reported in status codes "U50", "U60" or "U70" as appropriate (refer to Table 2-2). No other XRAY reports are required until termination of the loan agreement. The aircraft is then stricken and returned to the loaning organization.

b. When naval aircraft are on loan to non-naval activities, COMNAVAIRSYSCOM (AIR-4121) has a responsibility for both maintaining records and acting as the reporting custodian. When the physical transfer to the non-naval recipient actually occurs, the receiving activity will advise COMNAVAIRSYSCOM (AIR-4121) via letter of the date of transfer, model and BUNO, name and address of recipient, and include copies of the contractual agreement. The letter shall also provide references to all authorizing directives. Upon receipt of the letter, COMNAVAIRSYSCOM (AIR-4121) will prepare the XRAY report receiving the aircraft into NASC FS controlling custody in the appropriate loan status code and submit to COMNAVAIRWARCEN (Code 23), ensuring the transferring reporting custodian, its functional wing and the ACC are information addressees.

## 116. Service Age Of Aircraft

The service age of aircraft is reflected by the content of the period number, period end date (PED), number of extensions (EXT), if applicable, and operating service months (OSM); XRAY items G, H, I, and M respectively. The relationship and accurate reporting of period number, PED, EXT, and OSM cannot be overemphasized. Information reported in these items provides a picture of aircraft service life position, forecasts month and year of the next standard depot level maintenance requirement, and enables forecasts of aircraft retirement dates. XRAY items G, H, I, and M are computed using planning factors contained in reference (b) and the operating service life (OSL) expended as recorded in the Monthly Flight Summary section (OPNAV 4790/21A) of the aircraft logbook. The OSL listed in reference (b) represents the total operating service months the aircraft can be expected to serve before retirement.

a. Period number indicates the current operating service period (OSP). OSP is the aircraft operating time between requirements for standard depot level maintenance (SDLM). For aircraft in SDLM, the period number indicates the OSP in which it last served. Period numbers change only on start (vice

completion) of an OSP. The current period number can be determined from the Monthly Flight Summary section (OPNAV 4790/21A) of the aircraft logbook.

b. PED always reflects the end (i.e., month and year) of the period number reported in item G. Computation of PED occurs on commencement of OSP ("G" or "H" action XRAY). PED once computed will only change on an OSP revision to reference (b), an adjustment resulting from an ASPA inspection, re-computation upon completion of a special rework process requiring 30 days or more at the depot site (that is, at the NADEP or Commercial Rework Activity site), or re-computation upon completion of storage at NASC FS activities. Please note that days aircraft is at the depot site are not accumulative. Each occurrence is separate. Reference (b) contains the length of OSP (in months). To determine the reportable PED add the OSP (in months) to the period commencement month and year. Always count as no month the month of commencement and 1 month the month of period termination. The PED computation chart (Table 2-5) is provided to assist in the computation of PED. Re-computation after special rework of 30 days or more (that is, from date of arrival at depot site to date of departure from depot site) at the depot site or after storage at NASC FS activities is accomplished as follows:

(1) Recomputation of PED is done on a month-to-month basis, counting months the same way they are counted for initial computation of PED. The month the aircraft arrives at the depot site for special rework, or NASC FS custody for storage, is counted as no month, and the month the aircraft leaves the depot site (provided aircraft was physically located at depot site for 30 days or more) or NASC FS custody counts as 1 month. The PED is adjusted accordingly. For example, if an aircraft arrives at NADEP Norfolk for special rework on 27 Feb 1992, and leaves on 05 Nov 1992, the PED will be changed 9 months. "EXCEPTION: Should an aircraft arrive at the depot site on the first day of a 31-day month, and leave the depot site on the thirty first day, PED will not change even though aircraft was at depot site for 30 days."

c. Extension number reports an extension to operating service period beyond PED. Reference (b) provides guidelines which authorize extensions for aircraft not subject to the Aircraft Service Period Adjustment (ASPA) program. When authorized, extensions are granted for a 3 month period. No adjustment of PED or OSM occurs on extension. On termination of the operating service period ("E" or "F" action XRAY) PED and OSM are adjusted to include the months the aircraft served on extension.

d. OSM reports the total operating service months as of the PED reported in item H on aircraft proceeding through standard service life.

e. Aircraft not subject to planning factors contained in reference (b) will report period, PED and OSM as zeroes except for Strike XRAY (status code "S"), in which PED will reflect month and year of action date and OSM will reflect number of operational months as of PED.

117. Aircraft Service Period Adjustment/Paint and Corrosion Evaluation (ASPA/PACE) Inspection Reporting

Under normal circumstances, four XRAY transactions are required concerning each ASPA/PACE inspection. All transactions are normally "X" action code, and last four digits are always "0000" for ASPA aircraft or Planned Inspection Date (MMYY) for PACE aircraft.

a. Scheduling of inspection. Once an inspection date has been finalized, submit XRAY transaction reporting data element "L" in accordance with paragraph 207 1 (first two digits 11 for first inspection, 21 for second, 31 for third, etc.). Status code will reflect actual status of aircraft on action date of transaction.

b. Commencement of inspection. When preparation for inspection begins, submit XRAY transaction reporting status of "A-1" and data element "L" in accordance with paragraph 207 1 (first two digits 10 for first inspection, 20 for second, 30 for third, etc.).

(1) If inspection is being performed at depot site, an inservice XRAY should be submitted placing aircraft in G50 status and reporting item "L" in accordance with paragraph 207 1 (first two digits 10 for first inspection, 20 for second, 30 for third, etc.).

(2) If aircraft is undergoing special rework modernization/modification and ASPA inspection is performed while aircraft is still in G41 status, submit XRAY to change data element "L" in accordance with paragraph 207 1 (first two digits 10 for first inspection, 20 for second, 30 for third, etc.). Status will remain G41 until modernization/modification is complete.

c. Completion of Inspection. When reassembly is completed after inspection, submit XRAY changing status to "A-0" or other appropriate status, stating in remarks section that ASPA or PACE inspection is complete, awaiting notification of results.

d. Results Received. When notification has been received from ACC of deferral/non-deferral, submit XRAY reporting results, citing ACC authorization:

(1) Deferral recommended: Report applicable status code, adjusted PED/OSM (for ASPA aircraft), and change data element "L" in accordance with paragraph 207 1 (first two digits 91 for first inspection, 92 for second, 93 for third, etc.). Planned Inspection Date (PID) will be adjusted for PACE aircraft. Please note that ASPA inspection must be performed within the window (6 months prior to PED, including PED month as delineated below) in order to get full ASPA deferral. If inspection is performed prior to window, deferral will be one month less for each month inspection performed early. For instance, with a PED of 1293, the ASPA window is 070193 through 123193. If ASPA inspection were performed in 0693, deferral would be 11 months; if it were performed in 0593, deferral would be 10 months, etc.

(2) Deferral not recommended: Report applicable status code, and change element "L" in accordance with paragraph 207 1 (first two digits 19 for first inspection, 29 for second, 39 for third, etc.). If deferral is not recommended with immediate period termination recommended, be sure to submit "X" action code XRAY reporting item "L" with non-SDLM status prior to submitting "E" action code XRAY transaction.

## 118. Retirement And Strike Of Naval Aircraft

The following excerpt is quoted from SECNAV Instruction 5440.4 (NOTAL), "No aircraft of the United States Navy may be stricken without the direct authorization of the Secretary of the Navy, except for aircraft lost or irreparably damaged through accident, those aircraft may be stricken by proper authority, followed by notification to the Secretary of the Navy. The Chief of Naval Operations will semiannually submit for approval a proposed list of aircraft strikings. Unplanned striking requests will be submitted on a case-by-case basis." When authorized by Secretary of the Navy (SECNAV), CNO (OP-50) issues the "Semiannual Aircraft Strike Authorization" to ACCs, Naval Aviation Depot Operations Center (NADOC), NADEPs, Aviation Supply Office (ASO) and Naval Air Systems Command Detachment Field Service Office (NAVAIR DET/FSO).

a. When authorized, the strike action is initiated by submission of a strike XRAY and completed by inclusion in the CNO produced strike listing. Each strike XRAY must reference the authority in "REMARKS." When stricken, aircraft are no longer subject to the reporting requirements of this instruction unless reinstated at a later date. Until disposal action is completed however, reporting custodians will maintain records sufficient to report model designation, BUNO, date of strike and strike code. Aircraft strike and damage codes are listed in Table 2-6. The strike procedure first involves a determination that an aircraft is eligible for strike. The activity making the determination requests disposition authorization, with justification and particulars, via the chain of command. The aircraft is reported

in the applicable "awaiting decision to strike" status code. When authorization is received, the aircraft is reported in the "awaiting strike" status code (except CAT 1 strike) followed by the strike XRAY when stricken. When required, aircraft approved for strike will be ferried or moved to the site of final disposition prior to strike from the naval inventory. Aircraft in any of the "Retirement and Strike" status codes (less 1S0, 2S0, 3S0, 4S0) are considered "retired". If authorization is not granted and an aircraft is to be retained in the inventory, the reporting custodian shall reverse the retirement by reporting the aircraft in the appropriate status code. Reinstatement of previously stricken aircraft is accomplished by "Y" action XRAY.

b. Categories of strike. There are four categories in which to declare a strike and one category to report repairable damage. Each involves a different administrative procedure. The categories are:

| | |
|---|---|
| Category 1 (Damage) | - Loss or damage to the extent that restoration is uneconomical or militarily impractical. |
| Category 2 (Depreciation) | - Depreciation caused by time and usage to the extent restoration is uneconomical or militarily impractical. |
| Category 3 (Administrative) | - Administrative decision. |
| Category 4 (Completed Service Life) | - Completion of standard service life as defined (for each model) by reference (b). |
| Category 5 (Repairable Damage) | - Repair is both economical and practical, aircraft remains in the naval inventory. |

c. Selection of strike category. The following rule will apply when aircraft are eligible for strike in more than one category. Category 1 will be stricken Category 1 regardless of eligibility for other categories. Aircraft eligible in Category 4 and also eligible in Category 2 and/or 3 will be stricken Category 4. If eligible in both Categories 2 and 3, strike the aircraft in Category 2.

(1) Procedure for Category 1 (Strike Damage). Each ACC has the authority to declare an aircraft eligible for Category 1 strike. If an aircraft is lost (not recovered) or destroyed, the reporting custodian will immediately report the strike in Category 1 via XRAY. If the damage incurred is of lesser degree but still such that the reporting custodian believes the aircraft eligible

for Category 1 strike, the ACC will be advised and a planning estimate (P&E) requested. When the evaluation is completed, the ACC will determine the eligibility. A positive determination of eligibility constitutes both the authority and direction to strike the aircraft. The XRAY report of strike shall contain action code "S", status code 1S0 and an appropriate strike code in item J. Items H and M of XRAYs reporting Category 1 strike will reflect month and year of strike and actual accumulation of OSM at time of strike. If a planning estimate is requested, the aircraft will be reported using action code "X" and status Y00. A report into Y00 status also requires that a tentative strike code be entered in the aircraft logbook. If the evaluation results in a decision to restore the aircraft, the reporting custodian will submit an XRAY report in the appropriate status. Strike XRAYs representing aircraft "lost" or "destroyed" will include reference to OPNAVINST 5442.2G in the remarks section of the report as authority. All other Category 1 strike actions will reference the specific authorizing directive.

(2) Procedure for Category 2 strike (Depreciation). NASC FS may declare an aircraft eligible for Category 2 strike. Aircraft depreciated to the extent that strike eligibility is suspected will normally be transferred to NASC FS custody prior to evaluation. If transfer is impractical, the operating command will request evaluation as specified for Category 1. P&E evaluation will report results of each evaluation to the cognizant ACC. Requests for strike will be submitted via the chain of command for SECNAV approval with strike authorizations issued in the CNO "Semiannual Aircraft Strike Authorization." Aircraft "Awaiting Decision To Strike" are reported using "X" action XRAY and status code "PB0." When the P&E evaluation is completed and strike is recommended, use "S20." When authorization is granted, the Category 2 strike action is reported as action code "S", status code "2S0", with the appropriate strike code in item J.

(3) Procedure for Category 3 strike (Administrative). An aircraft will be stricken Category 3 on SECNAV authorization issued by the CNO "Semiannual Aircraft Strike Authorization" for administrative reasons not related to damage, depreciation or completion of service life. Category 3 strikes cover obsolescent or excess aircraft; aircraft intentionally destroyed (including drones) in test, training or battle; aircraft diverted for use in ground training and aircraft transferred to foreign governments (MAPS/FMS) or other non-Navy recipients. If the strike is because of authorized intentional destruction the reporting custodian will immediately report the strike by XRAY report. When strike and disposition do not involve MAP/FMS, the aircraft will be stricken at the disposal site. Aircraft are stricken for MAP/FMS on turnover to the foreign government or as directed by CNO. XRAYs reporting Category 3 strike will contain action code "S", status code "3S0" and the appropriate strike code in item J.

(4) Procedure for Category 4 strike (Completed Service Life). Aircraft are stricken Category 4 if eligibility for strike is due to completion of service life. Eligibility for Category 4 strike is determined by NASC FS activities based on review of the aircraft logbook, planning factors contained in reference (b) and structural life limits. For those eligible aircraft, disposition request is made via the chain of command for SECNAV authorization for strike. On approval, the aircraft will be reported stricken Category 4, action code "S", status code "4S0" and the appropriate strike code in item J.

## 119. Security Classification

Generally all detailed reports required of reporting custodians and ACCs may be treated as UNCLASSIFIED material. At higher level, summarizations of the information which would reveal embarked or deployed fleet aircraft assets or utilization are treated as CONFIDENTIAL (Declassify 6 months after origination). OPNAVINST C5513.2B (NOTAL) delineates classification guidance. It should be noted that OPNAVINST C5513.2B (NOTAL) is guidance and does not attempt to spell out classification in all instances. Generally, the topics of OPNAVINST C5513.2B (NOTAL) calling for a CONFIDENTIAL classification require protection as release would provide a foreign nation with an insight into the war potential of aviation assets. Short-term protection only is required since the status of aircraft is subject to continuous change.

## 120. Use of AUTODIN

CNO has authorized use of the AUTODIN network to transmit information required by this instruction subject to the concurrence of the respective fleet commanders (FLTCINC) or Commander in Chief U.S. Naval Forces, Europe (CINCUSNAVEUR). Units deployed to or stationed in the Indian Ocean, Western Pacific, Eastern Atlantic and the Mediterranean areas are authorized to use AUTODIN for transmitting AIRS data to ACCs and Naval Sea Logistics Center (NAVSEALOGCEN).

## 121. MINIMIZE

For the purpose of reducing message traffic to a minimum (whether or not MINIMIZE is imposed), later paragraphs specify use of mail vice naval message except as necessary to meet deadlines. Under NTP-3(H) all message transmission reports required by this directive meet the justification for electrical transmission during MINIMIZE. Accordingly, during MINIMIZE, the words "MINIMIZE CONSIDERED" will be placed in the special instruction block on the message form. Additionally, all narrative messages transmitted during MINIMIZE will include as the last sentence "Released by" followed by the rank/grade and name of the releaser.

122. Administrative Messages

For the purpose of reducing message traffic to a minimum during crises or exercise periods when communications overloads exist, Fleet CINCs may remove administrative (ADMIN) message traffic from fleet broadcasts. The Aircraft/Status Change Report (OPNAV 5442-1) is operational. The Aircraft Accounting Audit Report (OPNAV 5442-6) is administrative.

a. Activities using the Joint Message Form (DD-173) will enter "ADMIN" in the "Message Handling Instructions" block for Aircraft Accounting Audit Reports.

b. Activities using other than the DD-173 will clearly annotate the word "ADMIN" at the top of the signed message form for Aircraft Accounting Audit Reports.

CHAPTER 2

AIRCRAFT CUSTODY/STATUS CHANGE (XRAY) REPORT
REPORT SYMBOL OPNAV 5442-1

## 201. Function of the XRAY Report

The XRAY report is designed to record aircraft custody, status and service life factor changes which impact aircraft inventory management. The XRAY is the means of recording those changes from acceptance of the aircraft into the Naval inventory until the aircraft is stricken from the inventory. Paragraph 109 explains ACC prerogatives for varying the following XRAY reporting procedures. Timely and accurate reporting is essential for effective management. Reporting custodians will maintain XRAY files for the current and 3 previous years.

## 202. Submission Deadlines

Category 1 strike XRAYs must be submitted as of 2400 on the day of occurrence. All outstanding XRAY corrections and other XRAY transactions occurring between 0001 and 2400 hours on a given day must be reported prior to 1200 hours the next working day. The date of action reported on the XRAY will reflect the date the transaction occurred regardless of the date the XRAY report is actually transmitted. Aircraft will be held in a status only as long as the situation defined by the status code exists. Only correction XRAYs and change of location XRAYs require separate messages. All other XRAY transactions reported on the same day will be sent on one message regardless of action date or BUNO.

## 203. Inservice XRAY Reporting

Inservice XRAY reporting situations occur when an aircraft is in the physical custody of an activity which is not the reporting custodian of the aircraft. The most common situations occur when aircraft are in process of standard or special rework at a NADEP or commercial contract facility and reporting custody of the aircraft remains with the operating unit. The inservice (physical) custodian is assigned responsibility for submission of XRAYs on those aircraft in inservice (physical) custody. Aircraft are subject to inservice reporting however, any time a unit has physical and not reporting custody. For example, an operating unit deploys without its full complement of aircraft leaving part of its inventory in the physical custody of a non-deployed unit. Or, an aircraft in process of ferry becomes unflyable and is held in physical custody while awaiting return to flyable condition and continuation of the ferry mission.

## 204. XRAY Message Format and Content

Message Outline

Precedence: Routine (for CONUS activities), priority (for Strike XRAYs and activities outside CONUS)

FROM: Name of message originator

TO: Action addressee

INFO: Information addressees

UNCLAS //N05442//

SUBJ: (Controlling Custodian) XRAY (Reporting Custodian) (Rpt. Ser. No.) OPNAV 5442-1

A. Bureau Number (BUNO)
B. Permanent Unit Code (PUC)
C. Date of Action
D. Action Code
E. Status Code
F. Model Designation
G. Period Number
H. Period End Date (PED)
I. Extension Number (EXT)
J. Strike/Damage Code
K. Acceptance Date
L. Aircraft Service Period Adjustment/Designated Special Depot Inspections (ASPA/PACE)
M. Operating Service Months (OSM)
N. Estimated Rework Completion Date
O. Permanent Unit Code (PUC) of Inservice Activity
P. Unit Received From/Command Code
Q. Unassigned
R. AV-3M Organization Code
S. Operational Status Category Code
T. Fleet Assigned Code
U. Mid-Term
V. Aircraft Location
W-Y. Unassigned
Z. Delete/Correct
Remarks:

Note: Paragraphs 205 through 207 provide detailed explanation of each element of the XRAY. All of the above elements are not required on each XRAY. See paragraph 208 and Table 2-4 for required elements by action code.

205. XRAY Message Report Heading

Under NTP-3(H), all message transmission reports required by this directive meet the justification for electrical transmission during MINIMIZE. Accordingly, during MINIMIZE, the words "MINIMIZE CONSIDERED" will be placed in the special instruction block on the message form. Additionally, all narrative messages transmitted during MINIMIZE will include as the last sentence "Released by" followed by the rank/grade and name of the releaser.

a. FROM: Title of activity originating XRAY report
b. TO: Appropriate ACC (COMNAVAIRLANT, COMNAVAIRPAC, COMNAVAIRESFOR, CNATRA, COMNAVAIRSYSCOM, COMNAVAIRWARCEN)
Cognizant FUNCWING (NAVY, COMFAIRWESTPAC)
or
CG MAW (MARINE)
c. INFO:

(1) Naval Aviation Depot Operations Center (NAVAVNDEPOTOPSCEN) and Naval Aviation Maintenance Office (NAVAVNMAINTOFF) are required information addressees on all XRAY reports.

(2) The following situations require the additional information addressees indicated:

(a). When deployed under Commander in Chief U.S. Atlantic Fleet (CINCLANTFLT) operational control, COMNAVAIRPAC and COMNAVAIRESFOR reporting custodians will info COMNAVAIRLANT. Conversely, COMNAVAIRLANT or COMNAVAIRESFOR reporting custodians under Commander in Chief U.S. Pacific Fleet (CINCPACFLT) operational control will info COMNAVAIRPAC.

(b). When on deployment, the COMCARAIRWING to which assigned.

(c). The appropriate CG FMF, MAG, and MALS on aircraft assigned to Marine Corps reporting custodians.

(d). Info CNO and NAVSEALOGCEN when reporting acceptance (action code A), reinstatement or strike of any Navy or Marine Corps aircraft, or correction of an XRAY report.

(e). Info COMNAVAIRSYSCOM (AIR 4121) when reporting strike of any aircraft.

(f). Commandant of the Marine Corp (CMC) when reporting strike of Marine Corps aircraft.

(g). CNO, (code 515) and NAVSEALOGCEN, (code 611) when reporting unit change of location, change of operational status category, change of fleet assignments, establishment or disestablishment.

(h). Commander Fleet Air Western Pacific (COMFAIRWESTPAC) when assigned in the Western Pacific (WESTPAC) geographical area.

(i). Commander Fleet Air Mediterranean (COMFAIRMED) when assigned in the Mediterranean geographical area.

(j). When reporting receipt (action code F) or gain (action code G) of an aircraft:

1. ACC from which aircraft received.

2. FUNCWING/TYPEWING from which aircraft received.

3. COMFAIR from which aircraft received (if applicable).

4. Reporting custodian from which aircraft received.

5. CG MAW from which aircraft received (if applicable).

6. Marine Aircraft Logistics Squadron (MALS) from which aircraft received (if applicable).

(k). Inservice XRAYs will include the reporting custodian of the aircraft.

(l). When COMNAVAIRSYSCOM is reporting loan of an aircraft to a non-naval activity:

1. ACC from which aircraft received.

2. FUNCWING/TYPEWING from which aircraft received.

3. COMFAIR from which aircraft received (if applicable).

4. Reporting custodian from which aircraft received.

5. CG MAW from which aircraft received (if applicable).

6. MALS from which aircraft received (if applicable).

Note: CINCLANTFLT, CINCPACFLT, CINCUSNAVEUR, COMNAVRESFOR and Chief of Naval Education and Training (CNET) are not addressees on XRAY reports.

206. XRAY Message Report Subject Line

The XRAY subject line will always contain the following five items of information:

a. Abbreviated title of the ACC of the aircraft being reported (e.g., LANT, PAC, CNARF, CNATRA, NASC T&E, NASC STF or NASC FS).

b. XRAY.

c. The unit designation of the reporting custodian of the aircraft (e.g., VF-1, VFA-131, VMA(AW)-224 or HMM-161).

d. Serial number. XRAY reports will be serialized and submitted in sequence. Serial numbers will be three digits, starting with 001 for the first message date-time-group of the new calendar year, regardless of the XRAY date of action, and running through 999. If 999 is reached prior to the end of the calendar year, the series will recommence with serial number 001. Reporting custodians with aircraft under more than one permanent unit code (PUC) will maintain a separate serial number series for each PUC. Detachments which disestablish and re-establish within the same calendar year will report the next serial number, not recommence with serial 001. Do not assign serial numbers out of sequence. If a serial number is not used, notify the ACC of the omission by naval message. NADEPs and commercial rework activities reporting XRAYs will use a separate serial number series for each ACC.

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NOTE: A correction XRAY will require the word "CORRECTION" in the subject line and will use the same serial number as XRAY in error.

207. XRAY Data Item Description

a. A - Bureau Number (BUNO). Enter the six digit BUNO of the aircraft being reported.

b. B - Permanent Unit Code (PUC). Enter the six digit code assigned to the reporting custodian of the aircraft being reported.

Note: Units operating aircraft under more than one ACC will be assigned a PUC for each ACC/reporting custodian situation. The PUC corresponding to the aircraft being reported must be carefully selected. Occasionally training exercises will cause fabricated XRAY transactions to be generated to simulate the exercise scenario. To prevent processing of such transactions by ACCs, the word "EXERCISE" will be entered in this data item. Exercise XRAYs will not be entered on the aircraft record "A" card and are not subject to aircraft accounting audit reporting.

c. C - Date of Action. Enter the month, day and year of the actual occurrence of the transaction being reported using a six digit date (e.g., 062692 for 26 June 1992).

d. D - Action Code. Enter the action code from Table 2-1 which best describes the transaction being reported.

e. E - Status Code. Report the complete three digit status code that best describes the status of the aircraft. Table 2-2 lists all status codes applicable to XRAY transactions. Table 2-3 lists acceptable action code/status code combinations.

f. F - Model Designation. Report the complete model designation, including the dash, of the aircraft being reported (e.g., FA-18C, F-14A, EA-6B, CH-53E, etc.). Note: Do not add slashes or plus signs to model designations (e.g., F/A-18C will be reported as FA-18C.

g. G - Period Number. XRAYs submitted on aircraft undergoing a standard service life, i.e., those listed in reference (b) as subject to Standard Depot Level Maintenance (SDLM), Standard Depot Level Maintenance/Crash Damage (SDLM/CRDAM), Standard Depot Level Maintenance/Conversion in Lieu of Procurement (SDLM/CILOP) and Air Worthiness Inspection (AWI), will reflect a period number which represents the period in which the aircraft is serving or last served. If not currently in operating status the period number will change only when the aircraft commences a new operating service period following standard rework or delivery from new production. The period is reported as a 3 digit number which will include high order position zeroes (e.g., express operating service period number three as "003"). Paragraph 116 contains instructions on the identification of period number. EXCEPTIONS: XRAYs submitted on new production (those aircraft awaiting first delivery to an operating command), aircraft which are not subject to SDLM (e.g., FA-18A, FA-18B, FA-18C, FA-18D, AV-8B and TAV-8B) and those aircraft in the "non-standard service life" categories listed below will always be reported as "000" in item G. Non-standard service life aircraft include:

(1) Aircraft models listed in reference (b) not subject to operating service period criteria.

(2) Aircraft in contractor held or loaned status.

(3) Drone and experimental models (i.e., "Q" and "X" model designation prefixes).

h. H - Period End Date (PED). Enter the month and year the current operating service period reported in item G is projected to be completed or was completed. PED is projected based on the peacetime planning factors, or number of operating service months and/or flight hours specified in reference (b). To determine the

PED, add the OSP for the model designation contained in reference (b) to the month and year the period commenced. Do not count the month the period commences but do count the month the period terminates. The PED computation chart (Table 2-5) is provided to assist in computation of PED. Express PED as a four digit number (e.g., January 1990 as "0190," June 1993 as "0693"). ASPA deferrals adjust the current PED month and year by the number of months deferred. For those aircraft granted extensions under reference (b), PED remains unchanged until completion of the extended operating service period at which time PED is adjusted to correspond to the month and year of period termination. EXCEPTIONS: The PED entry for new production, stricken, non-standard service life, contractor held and aircraft received into NASC FS custody will be as follows:

(1) Upon acceptance of new production aircraft, report the month and year of acceptance until the delivery process is completed and the aircraft is placed in operating, "contractor held" or loan status.

(2) For stricken aircraft regardless of strike category, report month and year of strike action.

(3) For non-standard service life aircraft, report PED as "0000" (e.g., "Q" and "X" prefix model designations, aircraft on loan).

(4) For Research, Development, Test & Evaluation (RDT&E) aircraft idle over 30 days due to projects, submit waiver requests to COMNAVAIRWARCEN code 23 for authorization to adjust PED based on the unused portion of the operating period.

(5) Aircraft received into NASC FS controlling custody for the purpose of storage will have PED reported as month and year of the receipt action (action codes "R" or "F").

(6) Those aircraft whose depot maintenance requirements are satisfied by special rework and are not subject to SDLM will report PED as "0000" (e.g., FA-18A, FA-18B, FA-18C, FA-18D, AV-8B and TAV-8B) except on "S" action XRAYS, when PED will reflect month and year of action date. Aircraft in "Contractor held" or Loaned status will be reported as "0000".

(7) Those aircraft resuming an operating service period after special rework accomplished at the depot site (involving 30 days or more of physical custody), or storage at NASC FS activities, will compute PED based on the unused portion of the operating service period in which the aircraft was serving upon arrival for special rework or storage. PED will change the number of months the aircraft was in storage or physically located at the depot site for special rework (unless aircraft was physically located at depot site for less than 30 days (date of arrival for

special rework counts as no day and date of departure counts as one day)). The month of arrival at depot site for special rework or NASC FS site for storage counts as no month and the month of departure counts as one month. EXCEPTION: If an aircraft arrives at depot site on the first day of a 31-day month, and leaves on the thirty-first day, the PED is not changed even though days at depot site are 30, since month has not changed. Please note that days at depot site are not accumulative. Each occurrence is separate.

i. I - Extension Number (EXT). Under reference (b), extensions of operating service period are authorized only for aircraft not subject to the ASPA or PACE programs. When authorized, enter the two digit number of the extension (e.g., 01,02, etc). Initiation of an extension will require an XRAY report using action code "X", EXT "01", even though no other reportable change occurred. Extension will commence on the first day of the month following the expiration of the PED reported in item H. Report of extension does not alter PED. Extension is not reported on XRAYs relating to aircraft in SDLM, NASC FS custody, in process of strike or in non-standard service life situations.

j. J - Strike/Damage Code. The strike or damage code selected from Table 2-6 describes the strike or damage situation. Item J will be reported on all strike transactions regardless of strike category. For aircraft sustaining lesser damage and subject to depot maintenance, either SDLM/Crash Damage or special rework repair, item J will be reported with the appropriate damage code. The damage code will be reported only on the XRAY initially reporting the aircraft in the appropriate SDLM/Crash Damage or Special Rework Repair status (i.e., F30, FC0, E3_, EC_, D30, H30, HC0, I30, IC0, G30 or A_2).

k. K - Acceptance Date. The XRAY report will include item K only on acceptance into the Naval inventory, reinstatement or receipt of an aircraft from another ACC. Express acceptance date (month, day, year) as a six digit number (e.g., 14 December 1991 as "121491"). Report the date the Navy originally accepted the aircraft. The acceptance date for new production aircraft is recorded on the "Material Inspection and Receiving Report" (DD-250) or, for aircraft which have been in service, the "Aircraft Inventory Logbook" (old DD-780, canceled 31 Aug 1982, replaced by OPNAV 4790/19). Typically, the acceptance date is recorded as the first entry with signature on the "Aircraft Inventory Record" (DD-780-3) page or the "Aircraft Inventory Record Certification and Record of Transfer" (OPNAV 4790/104). In the case of reinstatement of a previously stricken aircraft or receipt of a used aircraft from another service or source, refer to the accompanying aircraft logbook or records and report the date of original acceptance. If a record of acceptance date is unavailable, report date of receipt by the Navy. EXCEPTION: NAVAIR FS.

1. L - Aircraft Service Period Adjustment/Paint And Corrosion Evaluation (ASPA/PACE)

(1) ASPA evaluates the material condition of aircraft at or near PED for eligibility to operate beyond the operating service period prescribed in reference (b). Decisions to defer standard rework require adjustment of PED/OSM. Decisions not to defer standard rework require termination of operating service period and induction into standard rework.

(2) Paint and Corrosion Evaluation (PACE). The PACE program was developed to meet the specific needs of the F/A-18 series aircraft. For lot 10 and subsequent aircraft, an OSP, has been established of 48 months. At the end of the OSP, a PACE will be performed within a window, 6 months prior to or 90 days after the Planned Inspection Date (PID). Aircraft passing PACE will receive a 12 month adjustment to the PID. Aircraft lot 9 and prior will be inducted into the PACE program and begin a 48 month OSP once they have completed the Modification, Corrosion and Paint Program (MCAPP). Aircraft failing PACE may fly to 90 days after the PID, at which time the aircraft shall be grounded until completion of MCAPP.

(3) Item L is used for reporting ASPA or PACE position and scheduled inspection dates on aircraft in depot level inspection programs.

(a) The first two positions of item L (XX0000) indicate the ASPA/PACE increment (first, second, etc. inspection refers to number of ASPA/PACE inspections since last SDLM/MCAPP or since new if aircraft has not yet undergone SDLM/MCAPP) and are determined in accordance with the following table (the last four positions are always reported as "0000" for ASPA aircraft or as the month and year of PID for PACE aircraft).

| | First Inspection | Second Inspection | Third Inspection | Subsequent Inspection * |
|---|---|---|---|---|
| Scheduled for ASPA/PACE Have not reached the inspection process | 11 | 21 | 31 | _1 |
| In-process of ASPA/PACE Aircraft preparation, inspection, reassembly, ACC action (deferral or non-deferral) | 10 | 20 | 30 | _0 |
| ASPA/PACE Inspection Non-Deferral | 19 | 29 | 39 | _9 |
| ASPA/PACE Inspection Deferral | 91 | 92 | 93 | 9_ |

* For subsequent inspections, use the number of the inspection in the blank position (e.g., 5 for fifth, 6 for sixth).

(4) Once an aircraft is reported in the ASPA program, data will be reflected in item L of all XRAYs requiring reporting of this item until termination of the aircraft's operating service period. Aircraft under the PACE program will always reflect data in item L of all XRAYs requiring reporting of this item as long as the model designation remains in the program.

m. M - Operating Service Months (OSM). Report a three digit numeric entry in item M as follows:

(1) Report the total accumulation of OSM as of the end of the month and year reported in item H (PED) for aircraft undergoing a standard service life. Since PED normally represents a future date for aircraft currently serving in an operating period, the OSM will represent the expected accumulation of operating service months when the PED is reached.

(2) OSM will be reported as "000" for XRAYs submitted on aircraft in the non-standard service life categories listed below:

(a) Aircraft models listed in reference (b) as not subject to operating service period criteria (e.g., FA-18A, AV-8B, TAV-8B). EXCEPTION: If aircraft is stricken, OSM as of strike month and year will be reported.

(b) Aircraft in "contractor held"/loan status.

(c) Drone and experimental models (i.e.,"Q" and "X" model designation prefixes).

(d) New production aircraft awaiting first delivery to an operating command.

(3) OSM for ASPA deferral aircraft will be predicted by increasing the currently reported OSM by the number of months deferred in conjunction with item H.

n. N - Estimated Rework Completion Date. This item will be included only on those XRAYs which show an aircraft as undergoing a standard or special rework process (status codes A_2, D__ or G__). It will be omitted from all other XRAYs. The date reported will indicate the estimated completion date of the rework (including test flight, however, aircraft will be removed from special rework status on completion). If the most recently reported rework completion date changes by 2 or more days, an XRAY will be submitted to report the revised estimate. Report this date as MMDDYY (e.g., 11 June 1991 as "061191").

o. O - Permanent Unit Code (PUC) of the Inservice Activity. This item is required on inservice XRAYs only. Report the PUC of the inservice (physical) custodian of the aircraft. (See appendix B).

p. P - Unit Received From/Command Code. This item is reported only on XRAYs reporting receipt of aircraft (Action codes F, G, R or Y). Report the unit designation of the reporting custodian from which the aircraft was received and the two digit command code of the activity (e.g., VF-11/10, HMM-162/11, VFA-125/20, VP-60/30 or NADEP North Island/70).

Command Codes:

LANT NAVY 10
LANT MARINE 11
PAC NAVY 20
PAC MARINE 21
CNARF NAVY 30
CNARF MARINE 31
CNATRA 40
NASC T&E 50
NASC STF 60
NASC FS 70
Miscellaneous 90

q. Q - Unassigned.

r. R - AV-3M Organization Code. Report the reporting custodian's AV-3M organization code only on XRAYs reporting unit establishment, disestablishment, location change, operational status category code change or fleet assigned code change.

s. S - Operational Status Category Code. Operational status category code will be reported whenever a change occurs. Specific guidelines for reporting operational status category code changes are found in paragraph 209. Table 2-7 lists and defines each operational status category code.

t. T - Fleet Assigned Code. Item T will be reported when reporting custodians are operationally reassigned between fleets. Changes to fleet assigned codes normally occur in conjunction with operational status category code changes and unit location changes. Specific guidelines for reporting a change in fleet assignment are found in paragraph 209. Table 2-8 lists and defines each fleet assigned code.

u. U - Mid-term. This item is reported only on aircraft entering mid-term inspection and correction of critical defects/corrosion repair. Reporting custodians, NADEPs and commercial rework facilities will report item U on aircraft enroute to mid-term in the initial inservice XRAY submitted by the rework facility. Item U will be reported as "M1" for the first mid-term within the current operating service period (Item G). Subsequent mid-terms within the current operating service period will be reported as "M2", "M3", etc.

v. V - Aircraft Location. An entry in item V is required on each XRAY report except part 1 location change. Enter name of the ship, station or facility where the aircraft is physically located. Do not include activity designation or ship type and hull number (e.g., CV-62, USS, NAS, NAF, or MCAS). Report as Miramar, Cecil, Lemoore, Oceana, Rota, Sigonella, Vinson, Midway, etc.

(1) For aircraft enroute by airlift (i.e., status codes F10 through F50, I10, I30, I40, or CA0) enter destination ship, station, or facility.

(2) For aircraft enroute by surface lift transport (i.e., status codes FA0 through FE0, IA0, IC0, ID0, and CA0), report the name of the ship when aboard ship or the destination if transport is by truck.

(3) When movement of enroute aircraft has been interrupted 48 hours or more, report the actual aircraft physical location.

w. W,X,Y - Unassigned.

x. Z - Delete/Correct. Item Z is used for correction of erroneous XRAYS. Delete/Correct procedures are covered in paragraph 210.

y. Remarks. Paragraph 208 lists specific remarks required by action code. Do not report as unknown.

208. OPNAV XRAY Content by Action Code.

"XRAY Message Format and Content" (Paragraph 204) and "XRAY Data Item Description" (Paragraph 207) describe XRAY data items. The following examples and the matrix in Table 2-4 amplify for each action code: items always required; items reported only when content has changed from information previously reported and items not reported. Examples include explanations of situations in which each type action code will be used, with guidance on XRAY items in parentheses.

a. Action Codes always associated with reporting custody and, if applicable, controlling custody change (action codes A, F, G, R and Y)

(1) "A" - Acceptance action. Used to report the acceptance of new production aircraft into the naval inventory. Acceptance actions are normally reported only by NASC FS reporting custodians. Use action code "Y" to report reinstatement of previously stricken aircraft or aircraft acquired from other services.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "A"
E. Status Code (Allowable status codes: BX0, BA0 or VF0)
F. Model Designation
G. Period Number (Always "000")
H. PED (Month and year of Item C)
K. Acceptance Date
M. OSM (Always "000")
V. Aircraft Location

Remarks: XRAY Serial Number/Date Time Group (DTG) of previous XRAY, Local Time of Acceptance, Movement Directive (ATO/Priority Assignment), other amplifying remarks as appropriate.

(b) XRAY item reported only if error is discovered on information previously reported.

Z. Delete/Correct

(c) XRAY items not reported:

I. EXT
J. Strike/Damage Code
L. ASPA/PACE
N. Estimated Rework Completion Date
O. PUC of Inservice Activity
P. Unit Received From/Command Code
R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code
U. Mid-term

(2) "F" - Receipt at the end of an operating service period. Used only by NASC FS reporting custodians to report the receipt of aircraft returned for Standard Rework (SDLM), storage or retirement at the end of an operating service period. Use of action code "F" requires adjustment of PED to the month and year of the date of action and adjustment of OSM to reflect total operating service months expended in service life as of PED. If preceded by "E" action XRAY reported by operating unit prior to the decision to change reporting custody, PED and OSM will remain unchanged.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "F"
E. Status Code (allowable status codes: D__, E__, F__, J__, M__, N__, W__, P__, Y__, S20, S30, S40 or R00)
F. Model Designation
G. Period Number
H. PED
M. OSM
P. Unit Received From/Command Code
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY, Local time of custody change and movement directive (ATO/Priority Assignment), other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

J. Strike/Damage Code
N. Estimated Rework Completion Date
Z. Delete/Correct

(c) XRAY items not reported.

I. EXT
K. Acceptance Date
L. ASPA/PACE
O. PUC of Inservice Activity (required if aircraft inservice)
R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code
U. Mid-term

(3) "G" - Receipt at start of operating service period. Used by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report receipt of an aircraft which is beginning (not resuming) an operating service period. The use of the "G" action code occurs on receipt of new production aircraft or aircraft returning from standard rework (SDLM) or MCAPP.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "G"
E. Status Code (Allowable status code: A__)
F. Model Designation
G. Period Number
H. PED
K. Acceptance Date (when received from another ACC)
L. ASPA/PACE (PACE aircraft only)
M. OSM
P. Unit Received From/Command Code
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY, local time of custody change and movement directive (ATO/Priority Assignment), if received from another ACC, report flight hours in period and flight hours in life, other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

O. PUC of Inservice Activity (required if aircraft inservice).
Z. Delete/Correct

(c) XRAY items not reported.

I. EXT
J. Strike/Damage Code
N. Estimated Rework Completion Date
R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code
U. Mid-term

(4) "R" - Receipt other than start or completion of operating service period (action codes "G" or "F"). Used by reporting custodians of all ACCs.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "R"
E. Status Code (appropriate status code)
F. Model Designation
G. Period Number
H. PED
I. EXT (if applicable)
K. Acceptance Date (when received from another ACC)
L. ASPA/PACE (OPTIONAL NAVAIR FS)
M. OSM
P. Unit Received From/Command Code
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY, local time of custody change and movement directive (ATO/Priority Assignment), if received from another ACC, report flight hours in period and flight hours in life, other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

J. Strike/Damage Code
N. Estimated Rework Completion Date
O. PUC of Inservice Activity (required if aircraft inservice)
U. Mid-term
Z. Delete/Correct

(c) XRAY items not reported.

R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code

(5) "Y" - Reinstatement. Used only when reporting the reinstatement of a previously stricken aircraft or the addition of a used (not new production) aircraft to the naval inventory.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "Y"
E. Status Code (appropriate status code)
F. Model Designation
G. Period Number
H. PED
I. EXT (if applicable)
K. Acceptance Date (use original acceptance date when known, otherwise use date of action (Item C))
L. ASPA/PACE (OPTIONAL NAVAIR FS)
M. OSM
P. Unit Received From/Command Code
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY, local time of reinstatement and reinstatement authority directive, if received from another AAC, report flight hours in period and flight hours in life, other amplifying remarks as appropriate.

(b) XRAY items reported only on reinstatement to restore appropriate information that existed prior to strike action.

J. Strike/Damage Code
N. Estimated Rework Completion Date
O. PUC of Inservice Activity (required if aircraft inservice)
U. Mid-term
Z. Delete/Correct

(c) XRAY items not reported.

R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code

b. Action codes which do not report change in reporting custody (action codes E, H, M, S, and X).

(1) "E" - End of operating service period. Used only by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report termination of an operating service period or induction of aircraft into PACE. Use of action code "E" (except PACE aircraft) requires adjustment of PED to the month and year of the date of action and adjustment of OSM to reflect the total operating service months expended in service life of the aircraft as of PED. Please note: action code "E" is used only once to report period termination.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "E"
E. Status code (allowable status codes: D__, E__, F__, or J__)
F. Model Designation
G. Period Number
H. PED
M. OSM
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY, other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

J. Strike/Damage Code
L. ASPA/PACE (report when aircraft fails ASPA and cannot be immediately inducted into SDLM)
N. Estimated Rework Completion Date
O. PUC of Inservice Activity (required if aircraft inservice)
Z. Delete/Correct

(c) XRAY items not reported.

I. EXT
K. Acceptance Date
P. Unit Received From/Command Code
R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code
U. Mid-term

(2) "H" - Start of an operating service period. Used by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report an aircraft that has completed standard rework (SDLM) or MCAPP and is beginning (not resuming) an operating service period. No change in reporting or controlling custody occurs.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "H"
E. Status Code (appropriate A__ status)
F. Model Designation
G. Period Number
H. PED
L. ASPA/PACE (PACE aircraft only)
M. OSM
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY, local time of custody change and movement directive (ATO/Priority Assignment), other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

O. PUC of Inservice Activity (required if aircraft inservice)
Z. Delete/Correct

(c) XRAY items not reported.

I. EXT
J. Strike/Damage Code
K. Acceptance Date
N. Estimated Rework Completion Date
P. Unit Received From/Command Code
R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code
U. Mid-term

(3) "M"- Model designation change. Used to report change in model designation if the aircraft undergoes conversion because of depot level maintenance involvement, SDLM/CILOP (standard rework) or conversion (special rework). The new model designation will be entered in item "F" on the first and subsequent XRAYs reporting the aircraft entering the conversion process. If the model designation change is directed by administrative action (no depot rework involved) retain in the status code previously reported.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "M"
E. Status Code (allowable status code: depot rework, D40, or/administrative action, status code previously reported)
F. Model Designation
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY and model designation change authority directive if administrative model designation change.

(b) XRAY items reported only when item content is different than information previously reported.

G. Period Number
H. PED
I. EXT
J. Strike/Damage Code
L. ASPA/PACE
M. OSM
N. Estimated Rework Completion Date
O. PUC of Inservice Activity (required if aircraft inservice)
Z. Delete/Correct

(c) XRAY items not reported.

K. Acceptance Date
P. Unit Received From/Command Code
R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code
U. Mid-term

(4) "S" - Strike. To be used only when reporting strike (status code 1S0, 2S0, 3S0, 4S0) of an aircraft. PED will be changed to month and year of item "C" and OSM will be changed to reflect the total operating service months in life. Ensure CNO (OP-515), COMNAVAIRSYSCOM (AIR-4121) and NAVSEALOGCEN (61) are info addressees on XRAY.

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "S"
E. Status Code (only allowable status codes 1S0, 2S0, 3S0 or 4S0)
F. Model Designation
G. Period Number
H. PED
J. Strike/Damage Code
M. OSM
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY, local time of strike and authority for strike, other amplifying remarks as appropriate.

(b) XRAY items reported only if error is discovered on information previously reported.

Z. Delete/Correct

(c) XRAY items not reported.

I. EXT
K. Acceptance Date
L. ASPA/PACE
N. Estimated Rework Completion Date
O. PUC of Inservice Activity (required if aircraft inservice)
P. Unit Received From/Command Code
R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code
U. Mid-term

(5) "X" - Other change. Use action code "X" on each XRAY where the use of action codes A, F, G, R, Y, E, H, M or S would be inappropriate. Action "X" is used by all reporting custodians. Location change, Part II "X" action XRAYS are addressed in paragraph 208b (6).

(a) Required XRAY items.

A. BUNO
B. PUC
C. Date of Action
D. Action Code "X"
E. Status Code (as appropriate)
F. Model Designation
V. Aircraft Location
Remarks: XRAY serial number/DTG of previous XRAY, other amplifying remarks as appropriate.

(b) XRAY items reported only when item content is different than information previously reported.

G. Period Number
H. PED
I. EXT
J. Strike/Damage Code
L. ASPA/PACE
M. OSM
N. Estimated Rework Completion Date
O. PUC of Inservice Activity (required if aircraft inservice)
U. Mid-term
Z. Delete/Correct

(c) XRAY items not reported.

K. Acceptance Date
P. Unit Received From/Command Code
R. AV-3M Organization Code
S. Operational Status Category
T. Fleet Assigned Code

(6) "X" - Part II of location change. When reporting location change upon embarkation or debarkation associated with extended deployments exceeding 30 days. An "X" action XRAY is required for each aircraft accompanying the unit location change. Location change part II XRAYS are not entered on the aircraft record "A" card and are not subject to the aircraft accounting audit report.

(a) Required XRAY items.

A. BUNO
B. PUC (should not change from information previously reported).
C. Date of Action
D. Action Code "X"
E. Status Code (should not change from information previously reported).
F. Model Designation (should not change from information previously reported).
G. Period Number (should not change from information previously reported).
H. PED (should not change from information previously reported).
I. EXT (if applicable).
L. ASPA/PACE (should not change from information previously reported).
M. OSM (should not change from information previously reported).
V. Aircraft Location

(b) XRAY items reported only when correction is required. Report in accordance with paragraph 210.

Z. Delete/Correct

(c) XRAY items not reported.

J. Strike/Damage Code
K. Acceptance Date
N. Estimated Rework Completion
O. PUC of Inservice Activity
P. Unit Received From/Command Code
R. AV-3M Organization Code (reported in Part I - see paragraph 209f)
S. Operational Status Category (reported in Part I - see paragraph 209f)
T. Fleet Assigned Code (reported in Part I - see paragraph 209f)
U. Mid-Term
Remarks:

209. Reporting Custodian Establishment, Disestablishment, Location, Operational Status Category and Fleet Assigned Code Changes

Reporting custodian establishment, disestablishment, location, operational status category and fleet assigned code changes can be reported individually or in combination in the same XRAY report. The XRAY is required when a unit or detachment is established or disestablished or when the commanding officer or detachment officer in charge, with the unit's administrative functions, moves from one location to another location (e.g., shore to ship, ship to shore, ship to ship or one shore location to another shore location). Location change reports are submitted when the unit submits the Communication Guard Shift Message. In conjunction with location change, operational status category code and fleet assigned code are reported for extended deployments exceeding thirty days. Operational Status Category Code, and/or Fleet Assigned Code will not change for type training (TYT), weapons exercises (WEPEX), carrier qualifications (CARQUAL) or weapons tactics instruction (WTI). Location change is reported each time the unit changes location for any period of time. The report includes the XRAY Subject Line, (B) PUC, (C) Date of Action, (R) AV-3M Organization Code, (S) Operational Status Category Code (if operational status changes), (T) Fleet Assigned Code (if fleet assignment changes), and Remarks.

a. Reporting custodians are established or disestablished at the direction of the ACC. Assignment of PUC (Item B) and AV-3M Organization Code (Item R) will be made by the ACC as part of unit activation preparations. Once assigned, and regardless of any changes in the reporting custodian's mission, location, or administrative affiliation, PUC will never change. Reporting custodians with custody of aircraft under multiple ACCs will have a PUC assigned for each ACC/reporting custodian situation. XRAYs reporting establishment or disestablishment will include in remarks "Established/Disestablished (as appropriate) under (Authority/Directive) at (location)." CNO (OP-515) manages PUC assignments and the Navy Management Systems Support Office (NAVMASSO, Code 412) assigns AV-3M Organization Codes on ACC request.

b. Detachments are established by the ACC as reporting custodians of aircraft. The detachments as reporting custodians normally exist by assignment of aircraft for operations under a detachment officer in charge. Detachment establishment authority (ACC Configuration Directive) will be cited in remarks of the establishment XRAY report. Detachments are disestablished when the parent reporting custodian submits an XRAY reporting receipt (action code "R") of the detachment's aircraft into the parent unit's PUC. All detachments are responsible for meeting the requirements of this directive and references. LANT and PAC maintain PUCs for detachment assignment. CNARF maintains PUCs for establishment of reporting custodians in the event of mobilization.

c. Operational status category code changes frequently occur with location change and will be reported in the following situations (see Table 2-7):

(1) Operational Status Category A, Deployed. Upon embarkation on an extended deployment aboard ship or to another station or facility outside CONUS, including Hawaii.

(2) Operational Status Category B, Work Up/Ready Duty Units. At 90 days prior to embarkation on an extended deployment either aboard ship or to another station or facility outside CONUS, including Hawaii.

(3) Operational Status Category C, Deployable Units. Deployable units on completion of extended deployment and not yet within 90 days of the next extended deployment.

(4) All other units fall within fleet readiness squadrons (i.e., Readiness Units, Operational Status Category D) or non-deployable units (i.e., Other Permanent Units, Operational Status Category E). Activities within operational status categories D and E rarely change.

d. Fleet assigned code changes are reported when reporting custodians are operationally reassigned between fleets. Change of fleet assigned code normally occurs in conjunction with change to unit location or operational status category code. Assignments to Sixth or Seventh Fleet (code 6 or 7) for deployment will not report transits through Second or Third Fleet (codes 2 or 3). Reporting custodians assigned to Second or Third Fleet operational control for extended operations or major exercises (greater than 30 days) will report Fleet Assigned Code as appropriate. Reporting custodians of CNARF will report fleet assigned code changes only on assignment under fleet assigned codes 2, 3, 6 or 7. Fleet assigned codes fall within the following categories (see Table 2-8):

(1) Fleet Assigned Code 2. Reporting custodians aboard ship for deployment or major exercises (greater than 30 days) under Second Fleet operational control (OPCON). Reporting custodians on deployments or major exercises (greater than 30 days) geographically located in the Gulf of Mexico, Caribbean Sea or South Atlantic theaters.

(2) Fleet Assigned Code 3. Reporting custodians aboard ship for deployment or major exercises (greater than 30 days) under Third Fleet OPCON. Reporting custodians on deployment or major exercises (greater than 30 days) geographically located in Eastern or Northern Pacific, including Hawaii.

(3) Fleet Assigned Code 6. Reporting custodians aboard ship under Sixth Fleet OPCON. Reporting custodians on extended deployment (greater than 30 days) geographically located in the Mediterranean or North Atlantic theaters, excluding forward deployed (homeported) units.

(4) Fleet Assigned Code 7. Reporting custodians aboard ship under Seventh Fleet OPCON. Reporting custodians on extended deployment (greater than 30 days) geographically located in the Western Pacific or Indian Ocean theaters, excluding forward deployed (homeported) units.

(5) Fleet Assigned Code A. Those reporting custodians under CINCLANTFLT OPCON to include units not deployed and forward deployed (homeported) in the Atlantic area. Excludes reporting custodians under fleet assigned codes 2, 3, 6, or 7.

(6) Fleet Assigned Code P. Includes those reporting custodians under CINCPACFLT OPCON to include units not deployed and forward deployed (homeported) in the Pacific area. Excludes reporting custodians under fleet assigned codes 2, 3, 6 or 7.

e. Reporting custodians anticipating changes of location, operational status category or fleet assigned code will conduct advance liaison with FUNCWINGs, CVWs, CG MAWs or ACCs as appropriate, to verify code changes and report submission.

f. The following explains the XRAY items to be reported for establishment, disestablishment, change of location, operational status category or fleet assigned change. The Originator (From), To, Information addressees and Subject Line remain the same as the basic XRAY described in paragraph 205. The items to be reported are:

(1) XRAY items.

PART I

B. PUC
C. Date of Action
R. AV-3M Organization Code
S. Operational Status Category (report only on change or establishment)
T. Fleet Assigned Code (report only on change or establishment)
Z. Delete/Correct (if required)
Remarks: Established/Disestablished (as appropriate) IAW (Authority/Directive) at _____; XRAY serial number/DTG of previous XRAY; Change Location From _____ To _____; Change Operational Status Category From _____ To _____; Change Fleet Assigned Code From _____ To _____.

PART II Aircraft location change will be reported under paragraph 208b(6).

210. XRAY Correction Procedures. Cancellation of XRAY Message Reports are Not Authorized. If after submission an XRAY report is found to be in error (including communication error), correct not later than 1200 the day after the error is discovered:

a. If action or information addressees are in error, readdress the message to the required addressees.

b. If the subject line or remarks section contain errors, submit a message referencing the XRAY serial number and message date-time-group explaining necessary corrections.

c. If the XRAY contained an error in one or more data items, submit a delete/correct XRAY message containing the erroneous transaction to be deleted and the correct transaction. Use the same XRAY serial number as XRAY to be corrected and state the word "CORRECTION" after "XRAY" in the subject line. The first (delete) transaction must contain all data identical to the erroneous transaction plus the word DELETE in item Z. The second (correct) transaction will include the correct information in all data items plus the word CORRECT in item Z. Delete/correct XRAY reports will be addressed to the appropriate action and information addressees with the addition of CNO and NAVSEALOGCEN as info addressees.

TABLE 2-1

ACTION CODES

CODES FOR USE ON XRAYS WHICH REPORT A CHANGE IN REPORTING CUSTODY

| CODES | ACTION | INSTRUCTIONS FOR USE |
|---|---|---|
| "A" | Acceptance | Used to report the acceptance of new production aircraft into the naval inventory. Acceptance actions are normally reported only by NASC FS reporting custodians. Use action code "Y" to report reinstatement of previously stricken aircraft or aircraft acquired from other services. |
| "F" | Receipt at End of Operating Service Period | Used only by NASC FS reporting custodians to report the receipt of aircraft returned for Standard Rework (SDLM), storage or retirement at the end of an operating service period. Use of action code "F" requires adjustment of PED to the month and year of the date of action and adjustment of OSM to reflect the total operating service months expended in life as of the PED. |
| "G" | Receipt at Start of Operating Service Period | Used by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report receipt of an aircraft which is beginning (not resuming) an operating service period. The use of the "G" action code occurs on receipt of new production aircraft, aircraft returning from Standard Rework (SDLM) or PACE related standard depot maintenance. MCAPP is the PACE related standard depot maintenance (MCAPP). |
| "R" | Receipt (codes F or G not applicable) | Receipt other than start or completion of operating service period (action codes "G" or "F"). Used by reporting custodians of all ACCs. |
| "Y" | Reinstatement | Used only when reporting the reinstatement of a previously stricken aircraft or the addition of a used (not new production) aircraft to the naval inventory. |

TABLE 2-1 (cont)

ACTION CODES

CODES FOR USE ON XRAYS WHICH DO NOT REPORT A CHANGE IN REPORTING CUSTODY

| | | |
|---|---|---|
| "E" | End of Operating Service Period | Used only by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report termination of an operating service period or induction into PACE with no change in reporting or controlling custody. |
| "H" | Start of Operating Service Period | Used by reporting custodians of LANT, PAC, CNARF, CNATRA, NASC T&E and NASC STF to report an aircraft that has completed Standard Rework (SDLM) or PACE related depot maintenance (MCAPP) and is beginning (not resuming) an operating service period. |
| "M" | Model Designation Change | Used to report change in model designation if the aircraft undergoes conversion because of depot level maintenance involvement (SDLM/Conversion In Lieu of Procurement (CILOP) or conversion). The new model designation will be entered in item "F" on the first and subsequent XRAYs reporting the aircraft entering the conversion process. |
| "S" | Strike | To be used only when reporting the strike (Status Code 1S0, 2S0, 3S0 or 4S0) of an aircraft. See paragraph 117, Retirement and Strike of Naval Aircraft. |
| "X" | Other change | Use action code "X" on each XRAY when use of action codes A, F, G, R, Y, E, H, M, and S would be inappropriate. |

TABLE 2-2

## AIRCRAFT STATUS CODE TABLE

### A. STATUS CODES FOR USE WITH OPERATING AIRCRAFT

| ASSIGNED PRIMARY USE | IN OPERATING STATUS 1/ A1_ 2/ |
|---|---|
| Combat | A1_ |
| Combat Support | A2_ |
| Student Pilot/NFO/Crew Training | A3_ |
| Reserve Training/Post Student Training | A4_ |
| Special Projects | A5_ |
| Proficiency Flying Program | A6_ |
| Weapons System Evaluation | A7_ |
| Utility | A8_ |
| MAAG, Mission, Attache | AH_ |
| Test Aircraft, Navy Operated | AJ_ |
| Test Support A/C, Navy Operated | AK_ |
| Search and Rescue | AL_ |
| Executive Transport | AM_ |

Note 1/ NASC FS reporting custodians will never report aircraft in status codes A__.

Note 2/ Third position of operating status will be reported as follows:

0 - Operating

1 - Aircraft in process of ASPA from preparation and inspection through reassembly.

2 - Aircraft in process of depot repair on-site of reporting custodian.

Only A__ status codes are IN-MCRS. All others are OUT-MCRS.

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TABLE 2-2 (cont)

B. STATUS CODES FOR DEPOT LEVEL MAINTENANCE (PIPELINE)

| Rework Process | Enroute to Rework | | Awaiting Rework | | In Process |
|---|---|---|---|---|---|
| | By Flight/ Airlift | By Surface | Flyable | Not Flyable | |
| STANDARD DEPOT LEVEL MAINTENANCE (STANDARD REWORK) 3/ | | | | | |
| SDLM | F10 | FA0 | E1_ | EA_ | D10 |
| SDLM/MOD | F20 | FB0 | E2_ | EB_ | D20 |
| SDLM/CR DAM | F30 | FC0 | E3_ | EC_ | D30 |
| SDLM/CILOP | F40 | FD0 | E4_ | ED_ | D40 |
| AWI | F50 | FE0 | E5_ | EE_ | D50 |
| SPECIAL DEPOT LEVEL MAINTENANCE (SPECIAL REWORK) 3/ | | | | | |
| Conversion | I10 | IA0 | H10 | HA0 | G1_ |
| Repair | I30 | IC0 | H30 | HC0 | G30 |
| Modernization/ Modification | I40 | ID0 | H40 | HD0 | G4_ |
| ASPA Inspection | | | | | G50 |

| Rework Process Complete in NASC FS Physical Custody Awaiting Return to Operating | | Enroute to Operating From Rework | |
|---|---|---|---|
| Aircraft RFI: | | By Flight/ Airlift | By Surface |
| Awaiting Movement | BY1 | C10 | CA0 |
| Unassigned | BY2 | | |
| Not RFI: | BY3 | | |

Note 3/: The third position of status codes E__, G1_, or G4_ will be reported as:
0 - Aircraft is located at NADEP or Commercial Rework Activity site for rework.
1 - Aircraft is located at other than NADEP or Commercial Rework Activity site for special rework to be performed by depot field team or awaiting transit to SDLM after ASPA non-deferral.

"E-1 STATUS CODE MAY ONLY BE USED WHEN IMMEDIATE PERIOD TERMINATION IS RECOMMENDED ON ASPA NON-DEFERRED AIRCRAFT OR ASPA NON-DEFERRED AIRCRAFT IS OVER 90 DAYS BEYOND PED. ACC APPROVAL REQUIRED TO PLACE AIRCRAFT IN "E" CODE STATUS".

TABLE 2-2 (cont)

C. NEW PRODUCTION AIRCRAFT IN PROCESS OF FIRST DELIVERY

| Regular Acceptance RFI: | | Provisional Acceptance Not RFI: | VF0 |
|---|---|---|---|
| Awaiting Movement | BX0 | | |
| Not RFI: | BA0 | | |

D. AIRCRAFT PROVIDED BY CONTRACT TO A CIVILIAN CONTRACTOR/AIRCRAFT ON LOAN TO OR FROM THE NAVY

| Contractor held | | On Loan From the Navy: | |
|---|---|---|---|
| (1) RDT&E Custody | | FS Custody | |
| Test Aircraft | TJ0 | All Categories | U00 |
| Test Support | TK0 | | |
| Contract Pending | TR0 | | |
| Other | TT0 | | |
| (2) FS Custody | | | |
| Other Contractor held | TV0 | On Loan To The Navy RDT&E Custody | |
| | | Other | U50 |
| | | Test Aircraft | U60 |
| | | Test Support | U70 |

E. RESERVE/RETENTION (AIRCRAFT STORED IN NASC FS CUSTODY ONLY)

| Condition of Aircraft | Enroute to Reserve/ Retention | In Storage Inactive Reserve Aircraft Flyable | Not Flyable | Mobilization Reserve |
|---|---|---|---|---|
| Aircraft Service Life Not Complete Standard Rework not required | | | | |
| Undamaged aircraft | J10 | M10 | M50 | N10 |
| Damaged aircraft | J10 | M20 | M60 | N20 |
| Standard Rework required | | | | |
| Undamaged aircraft | J10 | M30 | M70 | N30 |
| Damaged aircraft | J10 | M40 | M80 | N40 |
| Service Life Complete | J20 | WA0 | WC0 | WE0 |

TABLE 2-2 (cont)

F. RETIREMENT AND STRIKE

| Category | Awaiting Decision to Strike | Awaiting Strike | | Stricken |
|---|---|---|---|---|
| | | Not MAP/FMS | For MAP/FMS | |
| Category 1 Damage | Y00 | - | - | 1S0 |
| Category 2 Depreciation | PB0 | S20 | R00 | 2S0 |
| Category 3 Administrative | PC0 | S30 | R00 | 3S0 |
| Category 4 Service Life Complete | PD0 | S40 | R00 | 4S0 |

TABLE 2-3

PERMISSIBLE ACTION CODE/STATUS CODE COMBINATIONS

| ACTION CODE | APPLICABLE STATUS CODES |
|---|---|
| "A" | BX0, BA0, VF0. |
| "E" | Any version of status codes D__, E__, F__, or J__. |
| "F" | Any version of status codes D__, E__, F__, J__, W__, M__, N__, P__, S__, or Y__. |
| "G" | Any version of status codes A__. |
| "H" | Same as "G" above. |
| "M" | If the aircraft undergoes conversion because of depot level maintenance involvement, use appropriate SDLM/ CILOP or conversion status codes (i.e., D40 or G1_). The new model designation series will be reported on the first XRAY reporting the aircraft entering the rework process. If model designation change is directed by administrative action, no depot level rework involved, use the status code as currently reported. |
| "R" | Use any status code appropriate to aircraft situation. |
| "S" | 1S0, 2S0, 3S0, 4S0. |
| "X" | Use any appropriate status code. |
| "Y" | Use any appropriate status code. |

TABLE 2-4 REQUIRED XRAY ITEMS

| XRAY DATA ITEMS | XRAY ACTION CODES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Change in Reporting Custodian | | | | | No Change in Reporting Custodian | | | | | | |
| | A | F | G | R | Y | E | H | M | S | X | Part I • | Part II •• |
| A. BUNO | R | R | R | R | R | R | R | R | R | R | | R |
| B. PUC | R | R | R | R | R | R | R | R | R | R | R | R |
| C. Date of Action | R | R | R | R | R | R | R | R | R | R | R | R |
| D. Action Code | R | R | R | R | R | R | R | R | R | R | | R |
| E. Status Code | R | R | R | R | R | R | R | R | R | R | | R |
| F. Model Designation | R | R | R | R | R | R | R | R | R | R | | R |
| G. Period Number | R | R | R | R | R | R | R | 1 | R | 1 | | R |
| H. PED | R | R | R | R | R | R | R | 1 | R | 1 | | R |
| I. Extension Number | | | | 2 | 2 | | | 1 | | 1 | | 2 |
| J. Strike/Damage Code | | 1 | | 1 | 3 | 1 | | 1 | R | 1 | | |
| K. Acceptance Date | R | | 2 | 2 | R | | | | | | | |
| L. ASPA/PACE | | | 4 | R | R | 2 | 4 | 1 | | 1 | | R |
| M. Operating Service Months (OSM) | R | R | R | R | R | R | R | 1 | R | 1 | | R |
| N. Estimated Rework Completion Date | | 1 | | 1 | 3 | 1 | | 1 | | 1 | | |
| O. PUC of the Inservice Activity | | | 1 | 1 | 3 | 1 | 1 | 1 | | 1 | | |
| P. Unit Received From/Command Code | | R | R | R | R | | | | | | | |
| R. AV-3M Organization Code | | | | | | | | | | | R | |
| S. Operational Status Category Code | | | | | | | | | | | 1 | |
| T. Fleet Assigned Code | | | | | | | | | | | 1 | |
| U. Mid-Term | | | | 1 | 3 | | | | | | | |
| V. Aircraft Location | R | R | R | R | R | R | R | R | R | R | | R |
| Z. Delete/Correct | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Remarks | R | R | R | R | R | R | R | R | R | R | R | |

Legend:

R - Required.
1 - Report only when item content is different than information previously reported.
2 - Required if applicable.
3 - Reported only on reinstatement to restore appropriate information that existed prior to strike action.
4 - PACE aircraft only.
Blank - Not reported.

•Part I is used for unit establishment or disestblishment, location change, operational status category change, or fleet assignment change.

••Both Parts I and II are used for location change.

TABLE 2-5 0 6 JUL 1992

PERIOD END DATE (PED) COMPUTATION CHART

| OSM | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ |
| 1 | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB |
| 2 | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR |
| 3 | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR |
| 4 | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY |
| 5 | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN |
| 6 | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL |
| 7 | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG |
| 8 | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP |
| 9 | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT |
| 10 | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV |
| 11 | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 12 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ |
| 13 | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB |
| 14 | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR |
| 15 | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR |
| 16 | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY |
| 17 | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN |
| 18 | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL |
| 19 | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG |
| 20 | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP |
| 21 | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT |
| 22 | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV |
| 23 | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 24 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ |
| 25 | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB |
| 26 | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR |
| 27 | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR |
| 28 | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY |
| 29 | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN |
| 30 | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL |
| 31 | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG |
| 32 | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP |
| 33 | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT |
| 34 | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV |
| 35 | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 36 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ |
| 37 | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB |
| 38 | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR |
| 39 | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR |
| 40 | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY |
| 41 | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN |
| 42 | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL |
| 43 | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG |
| 44 | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP |
| 45 | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT |
| 46 | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV |
| 47 | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 48 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ |
| 49 | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB |
| 50 | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR |
| 51 | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR |
| 52 | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY |
| 53 | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN |
| 54 | AUG | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL |
| 55 | SEP | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG |
| 56 | OCT | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP |
| 57 | NOV | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT |
| 58 | DEC | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV |
| 59 | JAN+ | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| 60 | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | JAN+ |

KEY "+" Begins new calendar year (add "1" to year of period start).

INSTRUCTIONS Predicted PED may be derived from the table as follows:

1. Determine planned OSM for TMS in oncoming period and locate that number in OSM column. Next, locate current month on top line of table. The month of predicted PED may be found where the line and column, as located above, will intersect. The year of PED may be determined by reference to the column headed by current month and adding "1" to the current year each time a "+" is encountered between line 1 and the line containing number of OSM in period for the TMS. Convert the month and year to digits for use on the XRAY report.

2. In cases where operating service period exceeds 60 months, subtract 60 from the planning factor reflected in reference (d) and apply instruction 1. above to the remainder except add 5 years to the result.

TABLE 2-6

## AIRCRAFT STRIKE AND DAMAGE CODES

**CATEGORY (FIRST POSITION)**

| 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|
| CATEGORY 1 STRIKE DUE DAMAGE | CATEGORY 2 STRIKE DUE DEPRECIATION | CATEGORY 3 STRIKE FOR ADMIN. REASONS | CATEGORY 4 STRIKE DUE COMPLETION OF SERVICE LIFE | CATEGORY 5 DAMAGE (A/C REPAIRABLE) |

**EMPLOYMENT (SECOND POSITION)**

| FLIGHT: | NOT IN FLIGHT: |
|---|---|
| A - UNIT TRAINING<br>J - FERRY<br>R - EXPERIMENT DEVELOPMENT, EVALUATION<br>L - FLIGHT TEST<br>M - UTILITY<br>P - SEARCH AND RESCUE<br>R - TRANSPORT<br>S - ATTACK<br>U - ANTI-AIR WARFARE<br>V - RECONNAISSANCE<br>W - AIR DEFENSE | 1 - PARKED ASHORE<br>4 - IN TOW OR NON-FLIGHT TAXI<br>5 - ABOARD SHIP<br>7 - LOADING OR UNLOADING<br>8 - UNDERGOING REWORK<br>9 - IN STORAGE |

**CAUSE (THIRD POSITION)**

| NOT ENEMY ACTION | ENEMY ACTION |
|---|---|
| INCIDENT TO FLIGHT:<br>A - AIRCRAFT ACCIDENT OR INCIDENT EXCEPT WHEREVER D,E,F, BELOW ARE APPLICABLE<br>D - GUN, ROCKET, OR MISSILE FIRE FROM DRONE EXPENDITURE (SEE F BELOW)<br>E - MISSING; CAUSE UNKNOWN.<br>F - TARGET DRONE EXPENDITURE | INCIDENT TO FLIGHT:<br>S - ENEMY ORDNANCE<br>V - MISSING; CAUSE UNKNOWN<br>Y - LANDING OR TAKE OFF MISHAP DUE TO ENEMY INFLICTED DAMAGE TO BASE FACILITY.<br>Z - SABOTAGE, CAUSING LOSS |
| NOT INCIDENT TO FLIGHT:<br>H - STORM (INCLUDING RESULTANT FIRES, COLLAPSE OR DAMAGE OF FACILITIES, ETC.)<br>I - ACCIDENTAL DAMAGE BY OWN FORCES ORDNANCE (INCLUDING RESULTANT FIRES, ETC.)<br>J - FIRE OR EXPLOSION (OTHER THAN "H" OR "I" ABOVE)<br>K - DAMAGE FROM OTHER SURFACE INCIDENT (E.G., TOWING OR NON-FLIGHT TAXI ACCIDENT)<br>L - AIRCRAFT ON LOAN TO NAVY RETURNED<br>O - STANDARD SERVICE LIFE COMPLETE<br>P - EXCESS TO INVENTORY REQUIREMENTS<br>Q - OBSOLETE<br>R - ADMINISTRATIVE ACTION, NOT ELSEWHERE CLASSIFIED | NOT INCIDENT TO FLIGHT:<br>1 - ATTACK BY ENEMY AIRCRAFT<br>2 - ORDNANCE FROM ENEMY SURFACE WEAPONS<br>5 - SABOTAGE, CAUSING LOSS<br>6 - SEIZURE OF BASE BY ENEMY<br>7 - IMMINENT OR PROBABLE CAPTURE BY ENEMY |

**DISPOSITION (FOURTH POSITION)**

APPLICABLE TO STRICKEN AIRCRAFT

| | |
|---|---|
| 1 - ROUTINE SALVAGE OR SARDIP FOR PARTS AND SCRAP<br>2 - MISSING, OR COMPLETELY DESTROYED, OR ECONOMICALLY INACCESSIBLE<br>3 - JETTISONED OR ABANDONED IN OPERATIONAL OR REPAIRABLE CONDITION, AS MILITARILY ADVANTAGEOUS TO DO SO<br>4 - INTENTIONALLY DESTROYED TO NULLIFY ITS CAPTURE OR INTERNMENT | 5 - CANNIBALIZED, WHILE OTHERWISE IN OPERATIONAL OR REPAIRABLE CONDITION, AS AN OPERATIONAL REQUIREMENT TO OBTAIN PARTS FOR OTHER AIRCRAFT<br>6 - INTERNED BY FOREIGN POWER<br>7 - CAPTURED BY ENEMY<br>8 - TRANSFERRED TO NON-NAVY RECIPIENT<br>9 - DIVERTED TO GROUND TRAINING OR TECHNICAL USES WITHIN THE NAVY<br>0 - DISPOSITION INSTRUCTIONS UNKNOWN |

APPLICABLE TO DAMAGED AIRCRAFT

A - To Be Restored by Organizational Maintenance Activity
B - To Be Restored by Intermediate Maintenance Activity
C - To Be Restored by Depot Level Maintenance Facility

TABLE 2-7

OPERATIONAL STATUS CATEGORY CODES

| Operational Status Category | |
|---|---|
| A | Deployed Units. Upon embarkation on an extended deployment aboard ship or to another station or facility outside Conus, including Hawaii. |
| B | Work Up/Ready Duty Units. 90 days prior to embarkation on an extended deployment either aboard ship or to another station or facility outside Conus, including Hawaii. |
| C | Deployable Units. Deployable units on completion of extended deployment and not yet within 90 days of the next extended deployment. |
| D | Readiness Units. Fleet readiness squadrons (e.g., VFA-106, VF-124, VA-128, HS-1, VP-30, or VS-41). |
| E | Other Permanent Units. Non-deployable units (e.g., NAS Norfolk, NAS Barbers Point, etc.). |

TABLE 2-8

FLEET ASSIGNED CODES

| Fleet Assigned | |
|---|---|
| 2 | Second Fleet. Reporting custodians aboard ship for deployment or major exercises (greater than 30 days) under Second Fleet operational control (OPCON). Reporting custodians on deployment or major exercises (greater than 30 days) geographically located in the Gulf of Mexico, Caribbean Sea or South Atlantic theaters. |
| 3 | Third Fleet. Reporting custodians aboard ship for deployment or major exercises (greater than 30 days) under Third Fleet OPCON. Reporting custodians on deployment or major exercises (greater than 30 days) geographically located in the Eastern or Northern Pacific, including Hawaii. |
| 6 | Sixth Fleet. Reporting custodians under Sixth Fleet OPCON. Reporting custodians on extended deployment (greater than 30 days) geographically located in the Mediterranean or North Atlantic theaters, excluding forward deployed (homeported) units. |
| 7 | Seventh Fleet. Reporting custodians aboard ship under Seventh Fleet OPCON. Reporting custodians on extended deployment (greater than 30 days) geographically located in the Western Pacific or Indian Ocean theaters, excluding forward deployed (homeported) units. |
| A | Atlantic Fleet. Those reporting custodians under CINCLANTFLT OPCON to include units not deployed and forward deployed (homeported) in the Atlantic area. Excludes reporting custodians under fleet assigned codes 2, 3, 6 or 7. |
| P | Pacific Fleet. Those reporting custodians under CINCPACFLT OPCON to include units not deployed and forward deployed (homeported) in the Pacific area. Excludes reporting custodians under fleet assigned codes 2, 3, 6 or 7. |

STATUS CODE KEY TABLE

PROGRAM AND NON-PROGRAM AIRCRAFT
BY COMMAND, CLASS AND MODEL

TABLE 2-9

| CLASS / SUBCLASS / MODEL / COMMAND | PROGRAM AIRCRAFT | | | | | | | | | | | | | NON-PROGRAM AIRCRAFT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ACTIVE AIRCRAFT | | | | | | | | INACTIVE AIRCRAFT | | | |
| | | | OPERATING AIRCRAFT | | | | PIPELINE | | | | NON-OPERATING/ NON-PIPELINE | | | |
| | TOTAL INVENTORY | TOTAL PROGRAM | TOTAL | OPERATING STATUS | ASPA | SPECIAL REWORK | TOTAL | AWAITING & ENROUTE TO OPERATING | IN/AWAITING/ ENROUTE TO REWORK STANDARD | IN/AWAITING/ ENROUTE TO REWORK SPECIAL | TOTAL 1ST DELIVERY AIRCRAFT | STORED SLNC | | |
| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) |
| COLUMNS | TOTAL OF COLUMNS (3)&(15) | TOTAL OF COLUMNS (4),(8) & (12) | TOTAL OF COLUMNS (5),(6) & (7) | STATUS CODES A_0 | STATUS CODES A_1 | STATUS CODES A_2 | TOTAL OF COLUMNS (9),(10) & (11) | STATUS CODES BY_ C10 CA0 | STATUS CODES F__ E__ D__ | STATUS CODES I__ H__ G__ | TOTAL OF COLUMNS (13) & (14) | STATUS CODES BX0 BA0 VF0 | STATUS CODES J10 M__ N__ | ALL AIRCRAFT OF DRONE OR EXPERIMENTAL CONFIGURATION PLUS ANY AIRCRAFT IN STATUS CODES J20 P__ R00 S__ T__ U__ W__ Y__ |

NAVAL SEA LOGISTICS CENTER, NAMSO REPORTS AVAILABLE THROUGH OP-515 ARE BASED ON THE ABOVE TABLE.

# CHAPTER 3

# LOCAL RECORDS RELATING TO AIRS

## 301. General

This chapter addresses locally maintained records which provide the reporting custodian with recent historical information necessary for preparation of the aircraft accounting audit report and as an information source for aircraft logbook reconstruction in the event of logbook loss or destruction. The Aircraft Record "A" Card (OPNAV 5442/9) reflects information on aircraft related to service life, XRAY history and flight activity. Reference (a) prescribes the form and content of the aircraft logbook and requires its maintenance for each naval aircraft from acceptance until strike from the inventory. Within the aircraft logbook, the Monthly Flight Summary (OPNAV 4790/21A) is used to record the historical summary of flight activity of the aircraft. Additionally, NADEP and commercial rework activities perform audits of service age of aircraft based on logbook entries and enter audit results on the Monthly Flight Summary under Part I - Service Period.

## 302. Aircraft Logbook Entries Necessary to AIRS

a. Entries by NASC FS activities. The position of the aircraft in service life will be routinely audited by NADEP and commercial rework activities on each instance of standard rework. In addition to information contained in the logbook, the "A" card facsimile (included in the logbook envelope) contains a record of recent XRAY transactions useful to the service age audit process. The results of the audit will be reflected by entry in Part 1 of the Monthly Flight Summary form. The reporting custodian of the operating command receiving the aircraft will base service age data, as reported via XRAY, in the information provided by this NASC FS logbook entry. When transferring an aircraft to an operating command, NASC FS activities will enter the reference symbols and date of the CNO/COMNAVAIRWARCEN/NAVAVNDEPOTOPSCEN letter or message authorizing issue of the aircraft in the Miscellaneous/History section.

b. Entries by operating activities. Prior to transfer of a damaged aircraft to NASC FS custody, the reporting custodian will ensure sufficient information is available for the receiving activity to report the aircraft stricken, should the decision be made to strike the aircraft. The following will be entered into the Miscellaneous/History section:

(1) Date of Accident.
(2) Reporting custodian at the time of the accident.
(3) A tentative strike code (so labeled).
(4) An explanatory comment concerning the circumstances of the damage.

## 303. Aircraft Record "A" Card (OPNAV 5442/9)

The Aircraft Record "A" Card will be maintained by aircraft reporting custodians. The "A" card will be initiated on receipt of an aircraft, maintained throughout the custody of the aircraft and retained for a 12 month period following transfer or strike of the aircraft. A facsimile of the current "A" card will be included in the manila envelope in back of the aircraft logbook when the aircraft is transferred to another reporting custodian, or inducted into standard or special rework performed at NADEPs or commercial rework facilities. Inservice (physical) custodians will update and maintain the facsimile "A" card and return it with the logbook when the aircraft is returned to the true reporting custodian.

## 304. Maintenance Of The "A" Card

The "A" card is designed to provide the reporting custodian with a local record history of the aircraft and ready reference for XRAY and flight data used in preparation of the Aircraft Accounting Audit Report, or aircraft logbook reconstruction in the event of logbook loss or destruction.

a. The "A" card will be initiated when reporting receipt of an aircraft by A, Y, G, F or R action code XRAY. Data for initial "A" card entries can be found in the aircraft logbook's Monthly Flight Summary (OPNAV 4790/21A). Aircraft Model is listed in block 1, (Type/Model/Series) and Bureau Number is listed in block 2 (BUNO/Serial Number). The "received from" information can be taken from the movement directive or the latest entry under Part IV, Monthly Data, in block 2 (Reporting Custodian).

b. The Service Life Information section of the "A" card is divided into two parts: Position in Life at Start of Period and Planning Factors for Model for Period. In all cases, OSM shown on the "A" card reflects the number of operating service months as of PED.

(1) Data for entry into the Period and Positioned By portions of the Position in Life Start of Period section are found in the Monthly Flight Summary under Part I, block 2 (Period No.) and block 4 (Activity). Data for PED and OSM will be forecast using procedures found in paragraph 116 of this instruction. In all cases, OSM shown on the "A" card reflects the number of operating service months as of PED.

(2) Planning Factors for Model and Period portion of this section is developed from reference (b). Operating Service Period (OSP), Operating Service Life (OSL), and utilization rate, if applicable, are listed in reference (b).

c. Each XRAY report submitted on the aircraft is recorded in the OPNAV XRAY Report Transactions section. **EXCEPTION:** XRAYs reporting change of location, fleet assignment or operational status are never recorded on the Aircraft Record "A" Card. XRAY serial number, date of action, action code, status code, PED and EXT, if applicable, will contain entries corresponding to information reported. ASPA/PACE information may be entered in the EXT column since ASPA/PACE eligible aircraft are not eligible for extension. Reason/authority is set aside for brief comments on the reason for the XRAY report. PED adjustments resulting from ASPA deferrals are recorded with the XRAY entry reporting adjustment.

d. The Accumulative Flight Activity section provides the source of total flying hours in period and total flying hours in life.

e. Flying hours (in tenths), flights, catapult launches (cat shots), and detailed landing data which would be required for aircraft logbook reconstruction in case of logbook loss or destruction is recorded in the Monthly Flight Activity section on the reverse side of the "A" card. The information is recorded monthly and upon closeout of the logbook and serves as an alternative source of detailed flight information.

f. The "A" card will be closed out on transfer or strike of the aircraft. On transfer of reporting custody, the final entries will be made using information contained in the receipt XRAY from the receiving reporting custodian. At this time, the transferred to block will be completed and flight and landing data accumulated prior to custody change will be entered. The "A" card (whether transfer or strike) will be retained by the transferring unit for a minimum of 12 months. Exhibit 3-A illustrates a properly maintained "A" card.

EXHIBIT 3-A

AIRCRAFT RECORD "A" CARD (OPNAV 5442/9)

FRONT

AIRCRAFT MODEL: E-2C | BUREAU NUMBER: 162802 | RECEIVED FROM: (Controlling/Reporting Cust.) PAC/VAW-117 | TRANSFERRED TO: (Controlling/Reporting Cust.) | DUC: 018107

AIRCRAFT RECORD "A" OPNAV 5442/9 (REV. 7-81). S/N 0107-LF-054-4245 | REPORTING CUSTODIAN: VAW-121

SERVICE LIFE INFORMATION

POSITION IN LIFE AT START OF PERIOD

| | PED | OSM | POSITIONED BY: |
|---|---|---|---|
| 1. PERIOD 0061 | 0990 | 0142 | 09228 |
| 2. | | | |
| 3. | | | |

PLANNING FACTORS FOR MODEL FOR PERIOD (OPNAVINST 3110.11)

| OSM (Months/Hours) | UTILIZATION RATE |
|---|---|
| 281 | N/A |

OPNAV X-RAY REPORT TRANSACTIONS

| X-RAY SERIAL NUMBER | DATE OF ACTION | A C T | STATUS CODE | PED | EXT | REASON/AUTHORITY | ACCUMULATIVE FLIGHT ACTIVITY MO/YR | IN MONTH | IN PERIOD | IN LIFE |
|---|---|---|---|---|---|---|---|---|---|---|
| 013 | 051188 | R | A10 | 0990 | 00 | LANT ATD 0101-88 | 0588 | 54.2 | 718.0 | 730.4 |
| 016 | 060688 | X | G30 | 0990 | 00 | DAMAGE 54 KC NORFOLK | 0688 | 30.0 | 748.0 | 760.4 |
| 023 | 060888 | X | A10 | 0990 | 00 | RETURN TO OPERATING | 0788 | 54.6 | 802.6 | 815.0 |
| 034 | 100288 | X | G40 | 0990 | 00 | AFB 124 | 0888 | 69.7 | 872.3 | 884.7 |
| 046 | 101588 | X | A10 | 0990 | 00 | RETURN TO OPERATING | 0988 | 62.0 | 934.3 | 946.7 |
| 006 | 021689 | X | HC0 | 0990 | 00 | DAMAGE SAAC NORFOLK | 1088 | 36.1 | 970.4 | 982.8 |
| 221 | 031689 | X | G30 | 0990 | 00 | REPAIR NADEP NORFOLK | 1188 | 46.7 | 1017.1 | 1029.5 |
| 017 | 051989 | X | A10 | 1290 | 00 | RETURN TO OPERATING | 1288 | 42.5 | 1059.6 | 1072.0 |
| 038 | 091089 | X | G40 | 1290 | 00 | PPB 0139 | 0189 | 58.4 | 1118.0 | 1130.4 |
| 042 | 092689 | X | A10 | 1290 | 00 | RETURN TO OPERATING | 0289 | 31.1 | 1149.1 | 1161.5 |
| | | | | | | | 0389 | 0.0 | 1149.1 | 1161.5 |
| | | | | | | | 0489 | 0.0 | 1149.1 | 1161.5 |
| | | | | | | | 0589 | 23.4 | 1172.5 | 1184.9 |
| | | | | | | | 0689 | 63.6 | 1236.1 | 1248.5 |
| | | | | | | | 0789 | 66.5 | 1302.6 | 1315.0 |
| | | | | | | | 0889 | 58.0 | 1360.6 | 1373.0 |
| | | | | | | | 0989 | 28.2 | 1388.8 | 1401.2 |

EXHIBIT 3-A (Cont)

## AIRCRAFT RECORD "A" CARD (OPNAV 5442/9)
(REVERSE)

MONTHLY FLIGHT ACTIVITY

| MONTH YEAR | FLYING HOURS (In Tenths) | FLIGHTS | CAT SHOTS | LANDINGS | | | | | FIELD WATER |
|---|---|---|---|---|---|---|---|---|---|
| | | | | SHIPBOARD | | | FIELD ARRESTED | FCLP | |
| | | | | ARRESTED | TOUCH & GO | BOLTER | | | |
| 05 88 | 54.2 | 22 | | | | | | | 22 |
| 06 88 | 30.0 | 12 | | | | | | | 12 |
| 07 88 | 54.6 | 22 | 21 | 22 | 6 | | | | |
| 08 88 | 69.7 | 28 | 28 | 28 | 3 | | | | |
| 09 88 | 62.0 | 25 | 25 | 25 | | | | | |
| 10 88 | 36.1 | 14 | 14 | 14 | | | | | 1 |
| 11 88 | 46.7 | 19 | 19 | 18 | | | | | 17 |
| 12 88 | 42.5 | 17 | | | | | | | 24 |
| 01 89 | 58.4 | 24 | | | | | | | 13 |
| 02 89 | 31.1 | 13 | | | | | | | |
| 03 89 | 0.0 | 0 | | | | | | | |
| 04 89 | 0.0 | 0 | | | | | | | 9 |
| 05 89 | 23.4 | 9 | | | | | | | |
| 06 89 | 63.6 | 25 | 25 | 24 | 25 | 5 | | | 1 |
| 07 89 | 66.5 | 27 | 27 | 27 | | 1 | | | |
| 08 89 | 58.0 | 24 | 24 | 23 | | | | | 1 |
| 09 89 | 28.2 | 11 | | | | | | | 11 |

# CHAPTER 4

## AIRCRAFT ACCOUNTING AUDIT REPORT
## REPORT SYMBOL OPNAV 5442-6

### 401. General

This report is required four times annually of each reporting custodian (including detachments) in operating commands. Audit reports are also required from activities having custody of aircraft contractor held under NASC T&E cognizance. NASC FS activities will not execute the Aircraft Accounting Audit Report unless specifically requested. The report allows audit and correction of the ACC and the CNO data bases. The report will be prepared by each reporting custodian from "A" cards (see paragraph 303 and 304). The audit report will be submitted in message format as described in paragraph 403 and Exhibits 4-A and 4-B. The Aircraft Accounting Audit Report (OPNAV 5442-6) is administrative but does meet criteria for electronic transmission under minimize conditions.

### 402. Required Content Of Report

The "A" card has been designed to provide all detailed information required by the audit report. All aircraft, including inservice aircraft, in reporting custody of the unit at 2400 hours on the reporting date (31 August, 30 November, 28/29 February and 31 May) will be included on the report. Aircraft received after or transferred prior to the reporting date will be excluded. Aircraft subject to flight hour planning factors in reference (b) will not report period number (item G), period end date (item H), operating service months (item M) or flying hours in period (item W). The following data items are required for each aircraft reported.

a. A - Bureau Number (BUNO).

b. C - Date of Action. For each aircraft listed, report the Date of Action of the most recent XRAY (excluding change of location, operational status category or fleet assigned) which was dated on or prior to the date of the report. The action date may quite properly involve a past month or year. If it is determined that the current status of the aircraft has not been reported via XRAY, submit an updating XRAY and use its action date on the audit report.

c. E - Status Code. Report the complete three character status code.

d. F - Model Designation. Report the type/model/series designation including the dash (e.g., FA-18A, F-14A). Slashes (/) or plus signs (+) will not be reported.

e. G - Period Number. Precede with zeroes as necessary to report a three digit number representing the current period number.

f. H - Period End Date. Express as a four digit number.

g. L - Aircraft Service Period Adjustment/Paint and Corrosion Evaluation (ASPA/PACE). Report the latest ASPA increment and "0000" for ASPA aircraft or latest PACE increment, month and year for PACE aircraft.

h. M - Operating Service Months. Express as a three digit number.

i. W - Flying Hours in Period. Report to the nearest whole hour and precede the number with zeros to achieve a six digit number. Do not report tenths of hours. Flying hours in period revert to zero only at the start of a new period. Hours reported on aircraft in the pipeline for standard rework will reflect flying hours since the start of the period reported. For contractor held aircraft, report flying hours since initially contractor held, or flying hours since last standard rework, whichever is the later date.

j. X - Flying Hours in Life. Report all flight time since manufacture to the nearest whole hour. Precede the number reported with zeroes to achieve a six digit number.

k. Z - Delete/Correct. To correct a previously submitted audit report, report the complete information submitted incorrectly with "Delete" in item Z. Additionally, report the complete correct information with "Correct" in item Z. See paragraph 404 and Exhibit 4-B.

## 403. Aircraft Accounting Audit Report Message Format

The Aircraft Accounting Audit Report will be submitted via message by 1600 the third working day following the date of the report. The audit report message format is displayed in Exhibit 4-A. The audit report message will be addressed to the reporting custodian's ACC. Information addressees will include a combination of the following:

a. When deployed under CINCLANTFLT operational control, COMNAVAIRPAC and COMNAVAIRESFOR reporting custodians will info COMNAVAIRLANT. Conversely, COMNAVAIRLANT or COMNAVAIRESFOR reporting custodians under CINCPACFLT operational control will info COMNAVAIRPAC.

b. The cognizant FUNCWING (Navy Units).

c. The cognizant CGFMF and CG MAW (Marine Corps Units).

d. MAG and MALS (Marine Corps Units).

404. Aircraft Accounting Audit Report Correction Procedure.

To correct a previously submitted audit report, use the message format in Exhibit 4-B. Report the complete incorrect report using the word "Delete" in item Z. Report the correct information using "Correct" in item Z.

EXHIBIT 4-A AIRCRAFT ACCOUNTING AUDIT REPORT (OPNAV 5442-6)

FROM: MESSAGE ORIGINATOR

TO: ACC

INFO: OPCON ACC (See Paragraph 403a)

COGNIZANT FUNCWING/TYPEWING (Navy Units)

COGNIZANT CGFMF (Marine Corps Units)

MAG AND MALS (Marine Corps Units)

UNCLAS //N05442//

SUBJ: AIRCRAFT ACCOUNTING AUDIT REPORT OPNAV 5442-6

1. UNIT NAME, REPORT DATE "MMDDYY", PUC 000001

| | | | | | | |
|---|---|---|---|---|---|---|
| A. | 159004 | 159015 | 160382 | 160403 | 160404 | 160410 |
| C. | 011491 | 011591 | 122890 | 123190 | 010991 | 020391 |
| E. | G40 | G40 | A10 | A10 | A10 | G30 |
| F. | F-14A | F-14A | F-14A | F-14A | F-14A | F-14A |
| G. | 004 | 004 | 003 | 003 | 003 | 003 |
| H. | 0792 | 1092 | 0392 | 0691 | 0392 | 0294 |
| L. | | | 920000 | | | |
| M. | 142 | 151 | 142 | 126 | 122 | 130 |
| W. | 000572 | 000537 | 001488 | 001295 | 001032 | 000386 |
| X. | 002661 | 002847 | 003638 | 003950 | 003639 | 003026 |

EXHIBIT 4-B AIRCRAFT ACCOUNTING AUDIT REPORT CORRECTION PROCEDURE (OPNAV 5442-6)

FROM: MESSAGE ORIGINATOR

TO: ACC

INFO: OPCON ACC (See paragraph 403a)

COGNIZANT FUNCWING/TYPEWING (Navy Units)

COGNIZANT CGFMF (Marine Corps Units)

MAG AND MALS (Marine Corps Units)

UNCLAS //N05442//

SUBJ: AIRCRAFT ACCOUNTING AUDIT REPORT OPNAV 5442-6

1. UNIT NAME, REPORT DATE "MMDDYY", PUC 000001, CORRECTION

| | | |
|---|---|---|
| A. | 159004 | 159004 |
| C. | 011491 | 011491 |
| E. | G40 | G40 |
| F. | F-14A | F-14A |
| G. | 004 | 004 |
| H. | 0792 | 0792 |
| L. | | |
| M. | 142 | 142 |
| W. | 002661 | 000572 |
| X. | 000572 | 002661 |
| Z. | DELETE | CORRECT |

# APPENDIX A

## GLOSSARY OF AIRCRAFT TERMINOLOGY

### A

This glossary applies to the terminology used in the Aircraft Inventory Reporting System. All included terms, unless clearly worded otherwise, must be read and understood with reference to AIRCRAFT (e.g., "accident" refers to "aircraft accident," "retirement" to "retirement of aircraft," etc.).

ACCEPTANCE. Assumption of responsibility for, or legal title to, an aircraft from another party. Receipt of new aircraft from a manufacturer (or of any aircraft from a non-Navy custodian) by an authorized Navy representative. Acceptance coincides with execution of the Material Inspection and Receiving Report (DD-250).

ACCEPTANCE, PROVISIONAL. The acceptance of an aircraft with the provision that certain obligations with respect to the aircraft have yet to be fulfilled by the contractor. Acceptance coincides with execution of the Material Inspection and Receiving Report (DD-250).

ACCIDENT. A mishap involving one or more naval aircraft that occurs when intent for flight exists and results in substantial or minor damage to the aircraft. See OPNAVINST 3750.6Q (NOTAL) for detailed definition.

ACCIDENT, GROUND. A mishap involving naval aircraft where no intent for flight exists, which results in damage to the aircraft, and/or any significant injury to personnel. See OPNAVINST 3750.6Q (NOTAL) for detailed definition.

ACTIVE INVENTORY. Pipeline and operating segments of the inventory.

AGE. The process of accumulating operating service months. See OPERATING SERVICE MONTH and OPERATING SERVICE AGE.

AIRCRAFT. The Aircraft Inventory Reporting System limits its coverage to fixed and rotary wing aircraft, including sailplanes and target drones (man-carrying). Aerial targets (non-man-carrying), unmanned air vehicles (UAV) and guided missiles are excluded.

AIRCRAFT CONTROLLING CUSTODIAN (ACC). An aircraft inventory reporting term applied to LANT, PAC, CNARF, CNATRA, NASC T&E, NASC STF, and NASC FS. ACCs exercise administrative control over assignment, employment, and logistic support of aircraft as specified by the CNO. ACCs other than NASC FS are also referred to as operating commands. NAVAIRWARCEN has administrative authority over NAVAIRSYSCOM aircraft.

AIRCRAFT LOGBOOK. A detailed service record maintained for each individual aircraft. Instructions on maintenance of the logbook are contained in reference (a).

AIRCRAFT OPERATING PROGRAM. This term is used in the Department of Defense (DOD) Planning, Programming and Budgeting System. The aircraft operating program includes all aircraft for both active and reserve forces and provides the basis for determining procurement, operating, maintenance, spare parts and manpower requirements for Naval Aviation. Also see TOTAL ACTIVE AIRCRAFT AUTHORIZATION and TOTAL ACTIVE AIRCRAFT INVENTORY.

ALLOWANCE. The quantity and class/subclass of aircraft an organizational unit is authorized to have. See PROGRAM OPERATING ALLOWANCE.

ASSIGNMENT. Statement of fact or positive intention that specifically designed aircraft are or will be in the custody of specifically designated organizational units.

AWAITING. Temporarily idle, with or without preservation, while either awaiting entry (or awaiting transfer toward entry) into an operating status or into some logistic process (e.g., rework, storage, final disposition).

B

BACKUP AIRCRAFT AUTHORIZATION (BAA). Aircraft over and above the Primary Authorized Aircraft to permit scheduled and unscheduled maintenance, modifications and inspections and repair without reduction of aircraft available for operational mission. No operating resources are allocated for these aircraft in the Defense budget. See also PRIMARY AIRCRAFT AUTHORIZATION.

BACKUP AIRCRAFT INVENTORY (BAI). The aircraft designated to meet the backup authorization. See PRIMARY AIRCRAFT INVENTORY.

BAILMENT. Aircraft under the controlling custody of NASC T&E in the physical custody of non-Navy organizations pursuant to a contract for research, development, and evaluation or production testing for the Navy.

BIS (BOARD OF INSPECTION AND SURVEY), PE (PRELIMINARY EVALUATION). A brief qualitative evaluation of the stability, control, and service readiness (including support equipment) for the purpose of establishing that the aircraft and its basic components of power plant, armament, and electronics equipment are capable of fulfilling the basic fleet mission(s) of the aircraft.

BUNO (BUREAU NUMBER). An unhyphenated serial number, not exceeding six digits, used to identify individual airframes within the naval aircraft inventory. Each number is unique to a particular airframe. Assignment is controlled by the CNO (OP-515).

C

CALENDAR AGE. The total number of calendar months since acceptance.

CANNIBALIZE. Removal of serviceable parts from one aircraft or equipment for installation on another aircraft or equipment.

CILOP (CONVERSION IN LIEU OF PROCUREMENT). See STANDARD DEPOT LEVEL MAINTENANCE (SDLM).

CONTRACTOR HELD. A Navy aircraft in the physical custody of a contractor under a NAVAIR contract. "Contractor held" can include, but is not limited to, Bailment agreement and Government Furnished Property contracts.

CONVERSION. See REWORK.

CUSTODY. The responsibility for the control of, transfer and movement of, and access to weapons and components. Custody includes accountability.

CUSTODY, CONTROLLING. Administrative control of the assignment, logistic support, employment and the responsibility to account for aircraft.

CUSTODY, PHYSICAL. Actual possession of the aircraft for a definite purpose. Physical custody does not necessarily imply reporting custody.

CUSTODY, REPORTING. Squadron (or other reporting unit) with responsibility to account for and otherwise provide information about assigned aircraft. Reporting custody does not necessarily imply physical custody.

D

DAMAGE. Impairment of aircraft incurred accidentally incident to flight, ground towing/handling, unusually severe weather, enemy action, or sabotage. Reference (e) defines the categories of damage (i.e., Class A, Class B, and Class C severity). For purposes of aircraft accounting, damage categories are limited to Substantial Damage - Standard Rework Required and Other Damage.

DELIVERY. The logistic process involved when changing custody of an aircraft from a NASC FS activity to an Operating Command.

DEPOT SITE. The physical site of a NADEP or Commercial Rework Activity. The depot site is not the site of work for field teams, whether the site is for exclusive use by depot level field teams or not. For example, the depot site for NADEP Norfolk is physically at NADEP Norfolk, NAS Norfolk, VA. If NADEP Norfolk field team performs special rework in a hangar at NAS Oceana, VA., rework is not being performed at the depot site.

DETACHMENT. A temporary reporting custodian with aircraft assigned from a parent squadron or unit. A detachment is established when a squadron deploys one or more aircraft to a ship or base substantially removed from the location of the parent organization and/or the parent squadron's commanding officer feels that it would be impractical to retain reporting custody of the aircraft so deployed.

E

ENROUTE. When an aircraft is changing its physical or reporting custody.

EXPERIMENTAL. Aircraft acquired by the Navy solely for use in research and development.

EXTENSION. An authorization for a given aircraft to remain in period beyond the standard period time interval prescribed for the model. Extensions are granted under reference (b) in increments of 3 months or (for selected models) 3 months or until 10 percent of flight time allowed for basic period is accomplished, whichever occurs first.

F

FERRY. The flight or flights of an aircraft for the exclusive purpose of transfer of custody in accordance with ACC directives.

FLYABLE. An aircraft in such material condition as to be safely flyable under NATOPS and OPNAVINST 5442.4M (NOTAL).

FMS (FOREIGN MILITARY SALES). For purposes of this instruction, a category of aircraft offered for sale to foreign governments where reimbursement is obtained directly from the foreign government.

I

INACTIVE AIRCRAFT INVENTORY (IAI). Aircraft in storage, contractor held , government furnished property, on loan or lease outside the Defense establishment, or otherwise not available to the military services. Inactive aircraft are always OUT-MCRS.

INACTIVE PROGRAM. A program aircraft category which includes the following status situations: in process of first delivery or stored (service life not complete). Inactive aircraft are always OUT-MCRS.

INVENTORY. All aircraft (see AIRCRAFT) accepted into, and not stricken from, naval custody for which aircraft inventory reporting responsibilities exist.

L

LOAN. Naval aircraft loaned to non-Navy U.S. government organizations for non-Navy purposes. A lease agreement is required to cover the loan.

M

MAINTENANCE. The function of retaining material in or restoring material to a serviceable condition. See reference (a).

AV-3M (NAVAL AVIATION MAINTENANCE AND MATERIAL MANAGEMENT SYSTEM). Aviation 3M is the data collection and information management system which comprises a portion of the NAMP (Naval Aviation Maintenance Program). See reference (a).

MAP (MILITARY ASSISTANCE PROGRAM) AIRCRAFT. For purposes of this instruction, a category of aircraft selected/designed for transfer to a foreign government in which costs involved were paid by a DOD approved MAP country program or transferred at no cost under an approved MAP program.

MCRS (MATERIAL CONDITION REPORTING STATUS). Reporting status with respect to Subsystem Capability Impact Reporting (SCIR).

MOBILIZATION RESERVE REQUIREMENT. Those aircraft in excess of Reserve Stock requirements which have been designated to fill a Mobilization requirement. Aircraft are retained in Mobilization Reserve, for which spare parts support is available, for at least one more standard rework and one more service period.

MODEL DESIGNATION. That combination of significant letters and numbers assigned in accordance with a system contained in DOD 4120.15-L (NOTAL) of Jan 90. The designation indicates the type and mission capability of the aircraft. The system contains the following elements, in the sequence listed, to describe the aircraft. For example, the model NEA-6B:

| Elements | Aircraft Model Designation |
|---|---|
| STATUS PREFIX SYMBOL- This symbol is used only when needed to indicate that an aerospace vehicle is not standard because of its test, modification, experimental, or prototype design for aircraft. The symbol appears to the immediate left of the modified mission symbol or basic mission symbol. | N |
| MODIFIED MISSION SYMBOL- This symbol is used only when needed to identify modifications to the basic mission symbol. Only one modified mission symbol will be used in any one model designation. | E |
| BASIC MISSION SYMBOL- This symbol identifies an aircraft's primary function or capability. It appears to the immediate left of the vehicle type symbol or design number separated by a dash. | A |
| VEHICLE TYPE SYMBOL- This symbol is required only for rotary wing, vertical short takeoff/landing (VTOL/STOL) and glider aircraft and will be accompanied by a basic mission or modified mission symbol. It appears to the immediate left of the design number separated by a dash (e.g., FA-18A, AV-8B). | |
| DESIGN NUMBER SYMBOL- This number identifies major design changes within the same basic mission. Design numbers run consecutively beginning with "1" for each category. A dash separates the design number from the symbol to its immediate left. | 6 |
| SERIES SYMBOL- This symbol identifies the first production model of a particular design and later models representing major modifications that alter significantly the relationship of the aerospace vehicle to its non-expendable system components, or changes its logistics support. Series symbols are consecutive beginning with "A" and appear to the | B |

Model Designation (cont).

immediate right of the design number. To avoid confusion, the letters "I" and "O" are not used for this symbol.

BLOCK NUMBER SYMBOL. Not subject to AIRS and XRAY reporting.

MODIFICATION, CORROSION AND PAINT PROGRAM (MCAPP). MCAPP is to incorporate depot level technical directives, inspect for corrosion damage and repair as required, and evaluate the material condition of the aircraft paint system.

N

NADEP. Naval Aviation Depot.

NON-PROGRAM (AIRCRAFT). Aircraft which are experimental, target carrying drone (man-carrying), retired (awaiting strike or decision to strike including those designated for MAP/FMS) but not yet stricken, stored with service life complete, or those on "contractor held" or loan contracts.

O

OPERATING (AIRCRAFT). An aircraft is in operating status whenever it is filling an authorized operating allowance. Aircraft reported in any of the A__ status codes is in an operating status. Operating status aircraft are always in the reporting custody of the operating unit to which assigned. An aircraft which moves to a Rework Facility for purposes of rework will leave operating status although it may remain in the reporting custody of the operating unit. OPERATING AIRCRAFT ARE ALWAYS IN-MCRS.

OPERATING COMMAND. A controlling custodian of Naval aircraft, except NASC FS.

OPERATING PERIOD. See SERVICE PERIOD.

OPERATING SERVICE AGE. The number of Operating Service Months which an aircraft has completed. See OPERATING SERVICE MONTH.

OPERATING SERVICE LIFE. The planned total life of an aircraft always measured in terms of operating service months. Reference (b) contains operating service life length for each model aircraft.

OPERATING SERVICE MONTH. An operating service month is one monthly increment of an operating service life.

OPERATING UNIT. Squadrons and units with an operating allowance. Squadrons and units may be further subdivided into detachments. To be "operating," a unit must have a mission which requires flight operations (other than ferry or flight test) by naval aircraft.

OPERATIONAL. All aircraft in the controlling custody of the operating commands.

P

PAINT AND CORROSION EVALUATION (PACE). The PACE program was developed to meet the specific needs of the F/A-18 series aircraft. For lot 10 and subsequent aircraft, an OSP has been established of 48 months. At the end of the OSP, a PACE will be performed within a window, six months prior to or ninety days after the Planned Inspection Date (PID). Aircraft passing PACE will receive a 12 month adjustment to the PID. Aircraft lot 9 and prior will be inducted into the PACE program and begin a 48 month OSP once they have completed the Modification, Corrosion and Paint Program (MCAPP). Aircraft failing PACE may fly to ninety days after the PID, at which time the aircraft shall be grounded until completion of MCAPP.

PED (PERIOD END DATE). The month and year a given aircraft ended or, if serving in period, is expected to end the current service period.

PERIOD NUMBER. Reference (b) specifies that the service life of an aircraft will consist of operating service months/hours per operating service period, followed by non-operating months (standard and special rework months per operating period). Periods are numbered sequentially beginning with the first (001) which commences upon receipt in an operating command following acceptance. The period number increments as the aircraft starts each new operating period. The number is normally retained through that period, the next standard rework process, and return to the operating unit.

PIPELINE. That part of the logistic cycle which includes all program aircraft supporting the operating segment of the inventory. The logistics pipeline includes aircraft enroute to, awaiting and undergoing standard rework or special rework at a depot facility site; aircraft undergoing special rework for modernization/ modification whether in the physical custody of the reporting activity or at the depot facility; and aircraft awaiting transit or enroute to operating after completing standard rework or special rework at the depot facility. Aircraft awaiting or undergoing special rework repairs while in the physical custody of the reporting custodian are not included in the pipeline category but remain operating aircraft.

PRIMARY AIRCRAFT AUTHORIZATION (PAA). Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operation resources to include manpower, support equipment and flying hour funds. See also BACKUP AIRCRAFT AUTHORIZATION.

PRIMARY AIRCRAFT INVENTORY (PAI). The aircraft assigned to meet the primary aircraft authorization.

PROCESS. A generic term used to describe the series of actions or uses an aircraft is subjected to as it progresses through its service life. Several broad categories are included in the term: operating, standard rework, special rework, "contractor held", loan, reserve/retention, retirement and strike, and disposition undetermined. Subdivisions are included under each category to specifically describe the action or use involved. See Aircraft Status Codes in Table 2-2 of this instruction.

PRODUCTION (AIRCRAFT). New aircraft accepted from the contractor by the Navy. "Production Aircraft" also means all Navy aircraft which were procured for operational and training purposes (i.e., all aircraft except those procured solely for experimental purposes). Every Navy aircraft is either "experimental" or "production."

PROGRAM AIRCRAFT. All production aircraft in the physical custody of the Navy for which current or future operations within an authorized allowance is intended or can reasonably be expected. That includes all aircraft in the naval inventory except aircraft of experimental configuration, target drones (man-carrying), aircraft retired but not yet stricken, aircraft otherwise in process of final disposition, aircraft on "contractor held" or on loan and aircraft stored with service life complete.

PROGRAM OPERATING ALLOWANCE. The number of aircraft allowed a unit for flight operations related to the unit mission. See PRIMARY AIRCRAFT AUTHORIZATION.

PROJECT AIRCRAFT. Aircraft in either the controlling custody of NASC T&E or in the reporting custody of units of the Operational Test and Evaluation Force (COMOPTEVFOR), under an authorized operating allowance for purposes of experiment, research, development, test and evaluation of aircraft and aircraft equipment. Project aircraft have usually been altered to the extent that it is uneconomical to return the aircraft to service configuration and they are normally designated "N" (i.e., N P-3A).

PUC (PERMANENT UNIT CODE). A six character number permanently assigned to each reporting custodian. The master list of Permanent Unit Codes is maintained by CNO (OP-515) and contained in Appendix B.

RECEIPT. The act of accepting reporting/controlling custody of an aircraft. Also see ACCEPTANCE.

REINSTATEMENT. Addition to the inventory of a previously stricken aircraft.

REPAIR. A special rework process. See references (a) and (b).

REPORTING CUSTODIAN. An organizational unit of the lowest echelon of command accepting responsibility (involving accountability to CNO) for aircraft, as designated either by CNO or by the controlling custodian of the aircraft.

RESERVE/RETENTION. Includes all aircraft which are stored and hence, inactive. Aircraft in Reserve/Retention are comprised of two sub-categories, those in RESERVE STOCK which are intended for future use with the operating program and those in MOBILIZATION RESERVE which are planned for return to operating in the event of mobilization.

RETIREMENT. The act or process which moves an aircraft from the program inventory to either strike, the strike process, or to storage (in the case of an aircraft which has completed its standard service life).

REWORK. The restorative or additive work performed on an aircraft, aircraft equipment and aircraft support equipment by naval aircraft industrial establishments, contractor's plants and such other industrial organizations designated by the COMNAVAIRSYSCOM. A rework process extends from the time some of the work is started until all of the work has been completed, including temporary interruptions in direct labor and including rework evaluation and test and correction of discrepancies. See reference (a) and (b) for definitions of the two major categories (standard and special) and nine sub-categories of rework. Note: In the normal circumstance, rework of aircraft is never accomplished by organizational/intermediate level maintenance activities or personnel. If local circumstances require performing work by such activities which is of such scope and depth as to indicate a possible "rework" classification, contact CNO (OP-514) (via ACC) on a case by case basis for decision.

RFI (READY FOR ISSUE). Aircraft in such material condition as to enable issue to an operating unit for use without prior rework.

S

SDLM. See STANDARD DEPOT LEVEL MAINTENANCE.

SERVICE LIFE. The life cycle specified by reference (b) for each model program aircraft, from acceptance to strike, consisting of alternate periods of operating and rework time. Aircraft become eligible for strike upon completion of the life cycle specified.

SERVICE PERIOD. A prescribed segment of the service life of aircraft models subject to the SDLM, SDLM/MODIFICATION (MOD), SDLM/CRASH DAMAGE, SDLM/CILOP, or Air Worthiness Inspection life cycle (i.e., a stated number of Operating Service Months where the aircraft is in physical custody of an operating unit for use prior to standard rework or retirement). The number and length of service periods and other planning factors and policies are set forth in reference (b).

SPECIAL TEST, PERMANENT. Aircraft on special test programs by authorized activities, or "contractor held", whose configuration is so drastically changed that return of aircraft to its original configuration or conversion to standard operational configuration is beyond practical or economical limits. PERMANENT SPECIAL TEST aircraft are designated by the status prefix symbol "N." A number of Navy PROJECT DEVELOPMENT aircraft are in the PERMANENT SPECIAL TEST category.

SPECIAL TEST, TEMPORARY. Aircraft on special test programs by authorized organizations, or "contractor held", having special test configuration or whose installed property has been temporarily removed to accommodate the test. At completion of the test the aircraft will be returned either to its original or standard operational configuration. Aircraft in the process of BOARD OF INSPECTION AND SURVEY (BIS), PRELIMINARY EVALUATION (PE) are considered in the TEMPORARY SPECIAL TEST category. Aircraft in this situation will be designated by the status prefix symbol "J." Upon completion of the tests and return of the aircraft to an operational configuration, the status prefix symbol "J" will be dropped and so reported by XRAY action.

STANDARD DEPOT LEVEL MAINTENANCE (SDLM). SDLM is rework performed at a military rework facility or commercial contractor's facility at specific intervals during the service life of an aircraft. The intervals are based on operating service months, limiting flight hour accumulation, or in some cases, operating service months and limiting flight hour accumulation (whichever is reached first). The intervals have been determined by engineering analysis. Also referred to as standard rework.

Categories

SDLM - Provides for a comprehensive inspection of selected aircraft structures and materials, critical defect correction, preventative maintenance as required and compliance with all technical directives, to ensure reliability and operational availability of the aircraft, at minimum cost for the established operating service period. An aircraft SDLM specification prepared requirement using Reliability Centered Maintenance (RCM) analysis defines the exact scope of SDLM to be accomplished by government or private contractor activities.

SDLM/MOD - Accomplishment of the standard depot level maintenance concurrent with the installation of modifications such that total man-hours (SDLM plus MOD) exceed the workload standard man-hours for the basic SDLM specification by more than 15 percent.

SDLM/CRASH DAMAGE - In addition to accomplishing SDLM, the repair and restoration to a serviceable condition that part of an aircraft that has sustained damage resulting from an accident.

SDLM/CILOP - Accomplishment of the SDLM concurrent with the installation of modifications designated as CILOP.

SDLM/AIR WORTHINESS INSPECTION - Applicable to commercial off-the-shelf aircraft and provides for a periodic standard rework normally performed under manufacturer's Federal Aviation Agency (FAA) approved maintenance requirements in Federal Acquisition Regulation (FAR) PART 91 (NOTAL). Such rework includes a comprehensive inspection together with critical defect corrosion correction and compliance with outstanding FAA air worthiness directives and approved manufacturer's service bulletins.

MID-TERM INSPECTION - Reliability Centered Maintenance (RCM) and Age Exploration analysis may determine that certain aircraft require a MID-TERM inspection and correction of critical defects/corrosion repair. The interim requirement may be accomplished at a rework facility, or in special cases, on location by a depot field team.

STORAGE. Stored aircraft are those temporarily removed from the active inventory and held in a preserved condition. Storage status applies from the beginning of the preservation process until preservation is removed in conjunction with the withdrawal process.

STRIKE. The official action which removes an aircraft from the naval inventory and commensurate reporting responsibilities of this instruction. The STRIKE categories are as follows (see paragraph 117 of this instruction):

| | |
|---|---|
| Category 1 (Damage) | - Loss or damage to the extent that restoration is uneconomical or militarily impractical. |
| Category 2 (Depreciation) | - Depreciation caused by time and usage to the extent restoration is uneconomical or militarily impractical. |
| Category 3 (Administrative) | - Administrative decision. |
| Category 4 (Completed Service Life) | - Completion of standard service life as defined (for each model) by reference (b). |

STATUS. A classification of the logistic processes or conditions which an aircraft will undergo during its service life. See Table 2-2 of this instruction for detailed aircraft status code information.

T

TOTAL ACTIVE AIRCRAFT AUTHORIZATION (TAAA). The sum of the primary and backup aircraft authorizations.

TOTAL ACTIVE AIRCRAFT INVENTORY (TAAI). The sum of the primary and backup aircraft assigned to meet the total aircraft authorization.

TOTAL OVERALL AIRCRAFT INVENTORY (TOAI). The sum of the total active aircraft inventory and the inactive aircraft inventory.

TRANSFER. The act of conveying reporting/controlling custody of an aircraft to another custodian.

TYPE/MODEL/SERIES (TMS). See MODEL DESIGNATION.

U

USE (PRIMARY). A broad classification of the primary reason an operating unit has an allowance of operating aircraft. Distinctions are as follows:

A1. COMBAT. Aircraft assigned primarily to inflict damage on the enemy.

A2. COMBAT SUPPORT. Aircraft assigned primarily to provide direct support to forces which inflict damage on the enemy.

A3. STUDENT PILOT/NFO/CREW TRAINING. Category includes aircraft assigned to syllabus training leading to designation as Naval Aviator or NFO and aircraft assigned for technical and specialized training of crew personnel.

A4. RESERVE TRAINING/POST STUDENT TRAINING. Aircraft assigned primarily for individual syllabus training of designated Naval Aviators.

A5. SPECIAL PROJECTS. Aircraft assigned to scientific programs or other missions not elsewhere classified.

A6. PROFICIENCY FLYING PROGRAM. Aircraft assigned primarily to provide the means for individuals to meet minimum proficiency standards imposed by CNO.

A7. WEAPONS SYSTEMS EVALUATION. Aircraft assigned primarily for tactical evaluation of aircraft and associated weapon systems.

A8. UTILITY. Aircraft assigned for non-scheduled transport of passengers for administrative purposes, courier service and special missions not elsewhere classified.

AH. Military Assistance Advisory Group (MAAG), MISSION AND ATTACHE. Aircraft assigned to MAAG, MISSION and ATTACHE activities.

AJ. TEST AIRCRAFT, NAVY OPERATED. Aircraft assigned primarily for test of the aircraft or its components for purposes of research, development and evaluation.

AK. TEST SUPPORT AIRCRAFT, NAVY OPERATED. Aircraft assigned to provide support to research, development and evaluation programs by actual participation.

AL. SEARCH AND RESCUE. Aircraft assigned to shore based activities to provide search and rescue functions.

AM. EXECUTIVE TRANSPORT. Aircraft assigned primarily to administrative transport of high ranking officers and dignitaries.