



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

OPNAVINST 3110.11U
N98
29 May 2013

OPNAV INSTRUCTION 3110.11U

From: Chief of Naval Operations

Subj: POLICIES AND PEACETIME PLANNING FACTORS GOVERNING THE USE
OF NAVAL AIRCRAFT

Ref: (a) OPNAVINST 5442.8
(b) COMNAVAIRFORINST 4790.2B
(c) NAVAIRINST 13120.1C
(d) NAVAIRINST 13130.1B
(e) NAVAIRINST 4790.20B

Encl: (1) Definitions
(2) Peacetime Planning Factors for Naval Aircraft

1. Purpose. To issue policies and peacetime planning factors governing the management and use of naval aircraft per reference (a).

2. Cancellation. OPNAVINST 3110.11T.

3. Definitions. For the purpose of this instruction, the definitions outlined in reference (b) and enclosure (1) apply.

4. Scope. This instruction applies to all program aircraft listed in enclosure (2), non-program aircraft on bailment and on loan referred to in paragraph 6, and unmanned aerial vehicles or unmanned aircraft systems. Peacetime planning factors contained in enclosure (2) are analytically based with updates provided individually and on an annual basis by Commander, Naval Air Systems Command (COMNAVAIRSYSCOM) Design Interface/Maintenance Planning Division (AIR-6.7.1) for each type, model, and series (T/M/S) aircraft.

5. General

a. Each aircraft T/M/S shall adhere to its prescribed operational service period (OSP) or fixed service period (FSP) during its service within the active inventory. Condition-based maintenance aircraft shall use OSP to identify calendar time between standard depot level maintenance (SDLM) events.

Calendar-based maintenance aircraft following approved integrated maintenance concept and program or phased depot maintenance (PDM) will have an FSP to identify the calendar time between planned maintenance intervals (PMI).

b. Operating service life (OSL) shall be used for all SDLM, integrated maintenance concept and program, PDM, and associated long range planning.

c. Unless removed from the operating inventory earlier, each aircraft's total OSL shall be limited by the most restrictive flight hour or structural fatigue life limitation established per references (c) and (d). Operation of naval aircraft beyond the published fatigue life limits of references (c) and (d) is not authorized without COMNAVAIRSYSCOM, Air Vehicle Structures Division (AIR-4.3) written approval.

d. OSL shall be updated annually to correlate with actual flight hours and or structural appraisal of fatigue effects (SAFE) service life limits as an aircraft population proceeds through its actual service life.

e. All OSP, FSP and OSL recommended adjustments shall be made by the aircraft fleet support team (FST), via COMNAVAIRSYSCOM (AIR-4.3), to the Program Manager Air (PMA). These recommendations will be based upon reliability centered maintenance (RCM) analysis per reference (e). The PMA shall forward all OSP, FSP and OSL recommendations, via COMNAVAIRSYSCOM, Design Interface/Maintenance Planning Division (AIR-6.7.1), to Office of the Chief of Naval Operations, Director, Air Warfare Logistics and Readiness (OPNAV (N980L)) for approval.

f. Aircraft with revised OSP or FSP listed in enclosure (2) (except those in some phase of standard rework) will have their period end date (PED) or fixed induction date (FID) changed immediately upon receipt of this instruction. Phase-in of SDLM, integrated maintenance concept and program or PDM scheduling and induction of aircraft is authorized in order to allow for orderly transition to the new service period lengths. Each PED or FID adjustment shall be included in cumulative time for the aircraft service life (months). During the integrated maintenance concept and program transition plan a listing of new

FID, by bureau number (BUNO), will be provided by type commanders (TYCOM) once the integrated maintenance concept and program implementation is approved by OPNAV (N980L).

6. Aircraft on Bailment or Loan. While in bailment or loan status, the aircraft usage, aging rate, required repairs, inspections, support, and accountability will be as determined by the terms of the bailment or loan agreement. When an aircraft is returned to the active inventory after a period in bailment or loan status, it is the responsibility of the FST to evaluate the life and condition of the aircraft. Additionally, the FST will determine the aircraft's position with respect to the OSL and make proper entries in the aircraft log book and other records. Authority of the OPNAV (N980L) is required before any aircraft may be assigned to bailment or loan.

7. Procedures

a. Condition-based maintenance aircraft (e.g., SDLM):

(1) Computation of Actual OSP Time. The actual time spent during SDLM will count against the OSL, but not the OSP, per reference (e). An OSP commences with receipt of the aircraft from SDLM or new production, continues through adjustments or extensions, and terminates when the aircraft leaves operating status for either:

(a) Delivery to a rework facility for depot level rework. Completion of SDLM starts the aircraft in a new OSP and PED.

(b) Delivery to a storage point and transfer to COMNAVAIRSYSCOM fleet support (FS) custody for storage if its PED (defined below) has been reached.

(2) Aircraft Service Period Adjustment (ASPA). All T/M/S aircraft eligible for the ASPA Program shall receive an ASPA evaluation within 6 months prior to, or 3 months after, the PED, unless specifically exempted. The controlling custodian may request a waiver from OPNAV (N980L) to exempt an aircraft from an ASPA evaluation and induct directly into SDLM for operational necessity. OPNAV (N980L) is the approving authority for all other exemption requests.

(a) The ASPA evaluation shall result in either a recommendation that the aircraft be inducted into SDLM prior to 3 months after the PED, or that the aircraft's PED be adjusted 12 months beyond the current PED. The PED shall be adjusted to the OSL if the OSL is less than 12 months from the current PED.

(b) Aircraft failing ASPA and not inducted into SDLM prior to 3 months after the PED will be received into FST custody in an authorized commercial rework activity or a fleet readiness center and grounded.

(c) Any aircraft that receives an initial ASPA PED revision shall require an additional ASPA evaluation as a minimum for any further PED revisions. As a general guideline, no more than 21 months should elapse between ASPA evaluations.

(d) Aircraft subject to midterm inspections on an individual basis, aircraft on extension, scheduled for conversion in lieu of procurement (CILOP), service life extension program (SLEP), or major modification (MOD) may request to be exempt from ASPA through OPNAV (N980L).

(3) Curtailment of Service. Any aircraft completing SDLM shall be in satisfactory condition to operate for the full OSP. Under certain circumstances an aircraft may be inducted into SDLM prior to completion of the full prescribed OSP. Controlling custodians may authorize induction into SDLM up to 6 months before completion of the prescribed number of months per period. OPNAV (N980L) approval is required for any induction more than 6 months before PED. COMNAVAIRSYSCOM (AIR-4.3) and, as appropriate, the PMA and FST will be an information addressee on the request which will include model, BUNO, present PED, proposed induction date, and full justification.

(a) All T/M/S aircraft following approved integrated maintenance concept and program or PDM programs shall have a BUNO plan for establishing FIDs. All FIDs will be calculated from induction date (MM/YYYY) by the applicable FST and PMA and approved by OPNAV (N980L). Controlling custodians may authorize induction into PMI up to 2 months early. Any change to the approved plan must have concurrence from the FST and PMA and approved by OPNAV (N980L).

(b) Extensions to PED and FID.

1. Condition-based maintenance aircraft (i.e., SDLM) on OSP cycles, and in satisfactory material condition, may qualify for an extension beyond their designated FID based on operational necessity. Aircraft OSL shall not be exceeded as a result of an extension. No extensions will be authorized if any service life limits or technical directives (TD) compliance times, per reference (b), will be exceeded.

2. Calendar-based maintenance aircraft (e.g., integrated maintenance concept and program or PDM) on FSP cycles and in satisfactory material condition may qualify for an extension beyond their designated PED or FID based on operational necessity. OSL shall not be exceeded as a result of an extension. No extension will be authorized if any service life limit or TD compliance times, per reference (b), will be exceeded.

(4) Duration of Extensions. Extension periods will be requested by program managers. Individual PED and FID extensions do not alter subsequent PEDs, FIDs or flight-hour limitations.

(a) Only OPNAV (N980L) will authorize an extension. Requests will be submitted via naval message to CNO WASHINGTON DC//N980L// by controlling custodians at least 30 days prior to expiration of the period. Controlling custodians must identify aircraft T/M/S, BUNO, current FID (MMYY), new FID (MMYY) requested, and the reason for request. Commander, Fleet Readiness Center (COMFRC), COMNAVAIRSYSCOM Air Vehicle Structures Division (AIR-4.3) and Industrial and Logistics Maintenance Planning/Sustainment Department (AIR-6.7), PMA, assistant program manager for logistics, and FST shall be made an information addressee on all requests and authorizations for extension. To the maximum extent practical the controlling custodians shall request the FST to provide "safe for flight" inspection requirements. Each T/M/S integrated maintenance concept (IMC) lead will collect input from COMFRC, PMA, and FST and forward their recommendation to OPNAV (N980L) for action.

(b) As soon as the reason for any authorized extension is no longer applicable, the extended aircraft shall be promptly inducted into the designated rework facility or a request made by naval message to CNO WASHINGTON DC//N980L// for disposition instructions.

b. Computation of Service PED or FID. A service PED or FID will be either the last day of the month in which the operating period limitation in months is reached, or, if prior to reaching the month limitation, the day the flight hour limitation is reached. In either case, PED or FID will be reported as the month in which the limitation is reached and extensions, if applicable, will be based on this month. See paragraph 4. Individual PED and FID extensions do not alter subsequent PEDs and FIDs.

c. Interruption of Service Period. Whenever an aircraft in the custody of an operating command must be inducted into a facility for special rework, whether or not custody will change to COMNAVAIRSYSCOM FS, will depend on the length of time the aircraft will not be available for operating service. If the period of special rework will not exceed 1 year, the aircraft will normally remain in the custody of the operating command. If the period of special rework will exceed 1 year, the controlling custodian with COMNAVAIRSYSCOM concurrence and OPNAV (N980L) approval may be transferred to COMNAVAIRSYSCOM FS custody. NOTE: Other requests for transfer to COMNAVAIRSYSCOM FS custody shall be addressed to OPNAV (N980L).

d. Additional Service Life. In some cases, additional OSL for a specific T/M/S is granted via specific notation per enclosure (2). For other aircraft, OPNAV (N980L) approval must be obtained prior to SDLM or PMI induction if, at the scheduled induction date, the remaining service life (to the OSL) is less than the last period length in months. Subject to engineering (including remaining fatigue life), and or operating, restrictions that COMNAVAIRSYSCOM may establish, Chief of Naval Operations (CNO) approval authorizes additional program service life to allow completion of the full OSP or FSP. Procedures for requesting additional OSP, not granted per enclosure (2), are as follows:

(1) If an aircraft reaches its OSL within the normal OSP or FSP following rework, the controlling custodian will request COMNAVAIRSYSCOM (AIR-6.7.1) forward a recommendation to OPNAV (N980L) for additional service life prior to transfer of aircraft for SDLM or PMI induction. The controlling custodian will make a request for each individual BUNO affected and will provide PMA and FST an information copy of the request. The request shall state the additional operating service months desired (if other than normal period) and a certification that the aircraft will not exceed any service life limit established per references (c) and (d) and that the material condition of the aircraft warrants extension. COMNAVAIRSYSCOM (AIR-6.7.1) will coordinate requests for additional OSL and forward consolidated recommendations to OPNAV (N980L) for decision. CNO approval of additional OSL shall be noted in the aircraft log book.

(2) If an aircraft, as described in paragraph 7d(1), is received at a rework facility without a notation of CNO approval of additional OSL, the rework facility shall so advise the controlling custodian. The controlling custodian will obtain such approval and notify the rework facility with all necessary documentation prior to SDLM or PMI induction.

e. Recognition of Aircraft Age Exploration (AE) Programs. AE data collection tasks performed at any or all levels of maintenance will be designated by T/M/S, per enclosure (2), under "Program Notes" column. Because of the statistical nature of AE, emphasis must be placed on the timely collection of the required data to maintain a safe and effective program.

8. Transfer of Aircraft Between Controlling Custodians. When it becomes necessary to transfer the custody of an aircraft from one controlling custodian to another, every effort shall be made to ensure that the aircraft being transferred has at least 6 months remaining in its current OSP or FSP. If, at the time of transfer, the aircraft has less than 6 months remaining in its current OSP or FSP, the transferring custodian shall ensure that the rework induction slot and its associated funding are transferred to the recipient custodian along with the aircraft.

9. Responsibilities

a. OPNAV (N980L) shall:

(1) Review aircraft service life limits established per references (d) and (e).

(2) Approve and issue policies and peacetime planning factors recommended by COMNAVAIRSYSCOM (AIR-4.3).

(3) Grant extensions, adjustments and re-baselines, when required, and publish service life limits based on analysis, recommendations, procedures, and or restrictions provided by COMNAVAIRSYSCOM (AIR-4.3).

b. COMNAVAIRSYSCOM shall:

(1) Establish, issue, monitor and evaluate aircraft service life limits contained in references (d) and (e), the source documents that establish limits applicable to the operation of naval aircraft.

(2) Provide to OPNAV (N980L), via COMNAVAIRSYSCOM (AIR-6.1), the recommended OSP or FSP for naval aircraft based on prescribed engineering analysis and procedures.

(3) Forward annual updates to enclosure (2), periodic change recommendations, and extension requests to OPNAV (N980L) for approval.

10. Action. The planning factors contained in enclosure (2) shall be used to execute, plan, and forecast naval aviation programs. The procedures set forth here shall apply during the service life, or any extension of service life, for all naval aircraft identified in paragraph 4 and enclosure (2).

11. Record Management. Records created as a result of this instruction, regardless of media and format, shall be managed per Secretary of the Navy Manual 5210.1 of January 2012.

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12. Reports Control. OPNAV RCS 3110-6 has been assigned to the requirement contained in paragraph 7a(4)(a) and is approved for 3 years only from the date of this instruction.



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DEFINITIONS

1. Age Exploration (AE). A subset of RCM that determines age reliability relationships through controlled testing and analysis of chance or unintentional events for safety-critical items and from operating experience for non-safety items. AE data is used to determine or verify preventive maintenance tasks and intervals. The results of AE are used to revise the RCM analysis, thereby sustaining equipment's most efficient state.
2. Aircraft Service Period Adjustment (ASPA). A subset of RCM, provides for inspections that determine if a 12-month (or equivalent flight hour) adjustment can be added to the current PED of an individual airframe. Some series of aircraft are exempted from the ASPA Program for specific cause. For these aircraft, the existing provisions for extensions apply.
3. Change of Custody. Aircraft undergoing SDLM, PMI, PDM or SDLM and MOD normally remain in the custody of the operating unit unless transfer is dictated by operational commitments. Aircraft undergoing SDLM and or crash damage, or SDLM and or CILOP, are transferred to COMNAVAIRSYSCOM FS custody during rework and are not necessarily returned to the previous operating command upon completion.
4. Conversion in Lieu of Procurement (CILOP). Aircraft conversion, service life extension, change of mission capability, improvement of combat capability or a combination of these changes with the expressed purpose of providing an acceptable alternative to procurement of new aircraft.
5. Fixed Induction Date (FID). Fixed integrated maintenance concept and program due dates for PMIs as determined by RCM analysis. For integrated maintenance concept and program aircraft, the fixed date determined for the start of a PMI. Numbered sequentially within a tour. FID1 marks the start of the FSP.
6. Fixed Service Period (FSP). Fixed integrated maintenance concept and program tour or cycle that combines all PMIs and planned operational intervals (POI).

7. Inspection, Air Worthiness (AWI). Applicable to commercial off-the-shelf aircraft and provides for a periodic standard rework normally performed per the manufacturer's Federal Aviation Administration (FAA) approved maintenance requirements in Federal Aviation Regulations (FAR part 91). This 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.
8. Inspection, Mid-Term. RCM and AE analytical determination that certain aircraft require an inspection and correction of critical defects and corrosion repair at the mid-point of the OSP interval.
9. Integrated Maintenance Concept and Program. Integrated maintenance concept and program replaced ASPA and SDLM and paint and corrosion evaluation and MOD, corrosion and paint program for specific T/M/S aircraft. This scheduled D-level maintenance emphasizes a FID and may segregate the OSP into smaller periods of POI and PMI. Specific T/M/S aircraft transition from initial concept to an approved maintenance plan upon concept validation and approval.
10. Operating Service Life (OSL). The period of time used to establish programs related to the projected retirement of a population (T/M/S) of aircraft.
11. Operating Service Month. An operating service month is 1 monthly increment of an OSL.
12. Operating Service Period (OSP). The period, expressed in months and or hours, between SDLM or PDM actions and provides the basis for planning, programming and budgeting this element of aircraft inventory management.
13. Period End Date (PED). The month and year a given aircraft ended or, if serving in period, is expected to end the current service period. For integrated maintenance concept and program, the fixed date (month and year) that marks completion of the last POI in a tour and the start of the first PMI in the next tour (FSP). The integrated maintenance concept and program PED is also the FID1 of the following tour.

14. Phased Depot Maintenance (PDM). PDM replaces ASPA and SDLM for a specific T/M/S aircraft. PDM divides a larger SDLM specification/work package into smaller, and more frequent, phases for depot scheduling and completion to decrease periods of aircraft unavailability.

15. Planned Maintenance Interval (PMI). Period of time for execution of an integrated maintenance concept and program or PDM scheduled maintenance event. Can include organizational, intermediate, and depot level maintenance actions.

16. Planned Operational Interval (POI). Period of time planned for operational use when the aircraft is under integrated maintenance concept and program or PDM. POI follows a PMI and will vary in length based on actual maintenance completion.

17. Reliability Centered Maintenance (RCM). A disciplined logic or methodology used to identify preventive maintenance tasks to realize the inherent reliability of equipment at a minimum expenditure of resources. The objectives are to improve aircraft readiness through optimization of the use of maintenance resources while conducting the minimum amount of scheduled maintenance based upon engineering logic and economic cost analysis.

18. Service Life Extension Program (SLEP). The restoration and or replacement of primary aircraft structure that has reached fatigue life limit. A SLEP is performed for the express purpose of establishing an extended service life beyond that originally designed.

19. Special Rework. Depot level work performed for SDLM, integrated maintenance concept and program, PDM, AWI, in-service repair, MOD, modernization, repair or conversion of an aircraft.

20. Structural Life Limit. The limit established for each specific aircraft's retirement as per references (c) and (d).

21. Standard Depot Level Maintenance (SDLM), or Standard Rework. A comprehensive D-level inspection of selected aircraft structures and materials, correction of critical defects, and incorporation of TDs which may include limited removal and rework of the scheduled removal component, equipment history record, assembly service record, and module service record

items. D-level maintenance processes for SDLM, PDM, integrated maintenance concept and program, and AE program are included in this definition.

a. SDLM and Modification (MOD). The accomplishment of the SDLM concurrent with installation of MODs such that total man hours (SDLM plus MOD) exceed the workload standard man hours for the basic SDLM specification by more than 15 percent.

b. SDLM and Crash Damage. In addition to accomplishing SDLM, the repair and restoration to serviceable condition of that part of the aircraft that has sustained damage resulting from an accident.

c. SDLM and CILOP. Accomplishment of the SDLM concurrent with the installation of MODs designated as CILOP.

23. Turn Around Time (TAT). The time period that commences with the time an aircraft is removed from an operating unit to undergo a rework process and terminates when the reworked aircraft is returned to an operating unit. A change of reporting and controlling custody is not necessarily involved; however, a change in physical custody is always involved. TAT is the sum of the following: time en route from an operating unit to the naval facility, time awaiting rework, time in rework, time awaiting flight check after rework, time in a COMNAVAIRSYSCOM ready for issue status, and time en route to an operating unit. The time needed to service, inspect, and check an item prior to recommitment. The interval between the time a repairable item is removed from use and the time it is available for reissue in a serviceable condition.

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
AH-1W	PMI-1,-2	34/33	72	360	The FSP for the H-1 is 72 months. This FSP includes 2 PMI events (PMI-1 and PMI-2) spaced 36 months from induction to induction and 2 separate POIs of 33 months and 34 months each that equal a total POI of 67 months that excludes the time the aircraft spends in the PMIs. Each PMI event consists of specific RCM justified inspections.
AH-1Z	PMI-1,-2	34/33	72		The FSP for the H-1 is 72 months. This FSP includes 2 PMI events (PMI-1 and PMI-2) spaced 36 months from induction to induction and 2 separate POIs of 33 months and 34 months each that equal a total POI of 67 months that excludes the time the aircraft spends in the PMIs. Each PMI event consists of specific RCM justified inspections.
AV-8B	PMI-1,-2,-3	60	180	100% Fatigue Life Expenditure	The AV-8B Integrated Maintenance Program establishes a FSP of 15 years (180 months) consisting of a depot induction event PMI-1, followed by POI with Depot level field events PMI-2 and PMI-3, every 5 years (60 months).
C-2A	PMI-1,-2,-3	24	72	245	The aircraft POI is in 24-month intervals.
C-9B					Refer to note 2. PMI is required at 20-month intervals. Midterm inspection is required at 30 months.
C-12C					Refer to note 2.
C-20A/D/G					Refer to note 2.
C-26D					Refer to note 2.
C-37A/B					Refer to note 2.
C-40A					Refer to note 2.
C-130T	PMI-D	60			POI based on 1,680 days. OSL based on

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
					individual aircraft material condition and results of recurring structural inspections.
CH-46E	PMI-D	48	54		The FSP for all H-46E T/M/S aircraft is 54 months. The FSP includes one PMI and one POI. The estimated TAT for the PMI is 6 months. The estimated time frame for the POI is 48 months.
CH-53E	PMI-D	54	61	243	The FSP for the H-53E is 61 months. This FSP includes a POI of 54 months and a single PMI event of 7 months duration. Each PMI event consists of specific inspections and maintenance actions assigned by RCM analysis to the particular interval.
E-2C	PMI-1,-2	40	88	268	The aircraft POI is in 40-month intervals and research, development, test, and evaluation (RDT&E) aircraft are in 60-month intervals.
E-2C (RDT&E)	PMI-1,-2	60	128	250	
E-2D					None.
E-6B (w/out SLEP)				426	OSL based on current 27,000 flight hour limit at current fleet average utilization rate. The FSP is 204 months (120 months for landing gear). Depot PMI varies but is 24 months average. Each PMI event consists of specific inspections and maintenance actions assigned by RCM analysis to the particular interval.
E-6B (w/SLEP)				712	OSL based on current 45,000 flight hour limit at current fleet average utilization rate. The FSP for the E-6B with SLEP is presently being determined, but remains 120 months for landing gear. Each PMI event consists

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
					of specific inspections and maintenance actions assigned by RCM analysis to the particular interval
EA-6B	PMI-1,-2,-3,-4	24/23/		400	None.
EA-18G	TBD	72	73		Initially, all EA-18G aircraft will be inducted into PMI at 6-year intervals. The TYCOMs and EA-18G Program Office (PMA-265) will develop a transition plan (implementation schedule) which will initially assign each aircraft FID, based on the Material Inspection and Receiving Report (DD-250) date of the aircraft. Following each PMI event, each aircraft will remain in service for a 6-year OSP, which will end with a FID at which time it will be inducted for IMC.
EP-3E	PMI-1,2	78	156	192	Each FSP consists of 2 phases with each phase performed at 78-month intervals.
F-5F				269	OSL based on U.S. Navy airframe flight hour limits at current utilization rates. Wings have higher flight hour limit but lower fatigue life expenditure limit (70%) than remainder of airframe.
F-5N				385	
F-16A				235	OSL based on U.S. Navy airframe flight hour limits at current utilization rates. F-16A aircraft require Falcon Up structural MODs to reach F-16B service life.
F-16B				276	
F-35B/C					Design service life is 8,000 flight hours.
F/A-18A/B/C/D (CV)	PMI-1,-2	48	103	360	The F/A-18 IMC program has two phases. PMI 1 is performed at a designated rework point. PMI 2 is accomplished in
F/A-18A/B/C/D (L)	PMI-1,-2	72	151	360	

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
					the field. Phases occur consecutively at 4-year intervals for sea-based (CV) aircraft and 6-year intervals for land-based (L) aircraft, with a complete cycle every 8 years for sea-based and 12 years for land-based.
F/A-18E/F	TBD	72	73	230	Initially, all F/A-18E/F aircraft will be inducted into PMI at 6-year intervals. The TYCOMs and PMA-265 will develop a transition plan (implementation schedule) which will initially assign each aircraft FID, based on the DD-250 date of the aircraft. Following each PMI event, each aircraft will remain in service for a 6-year OSP, which will end with a FID at which time it will be inducted for IMC.
HH-1N	PMI-1, -2	36	72	434	Integrated maintenance program is broken out into two PMI events labeled as PMI 1N and 2N. Baseline consists of both PMI events. The 2-PMI event integrated maintenance program FID will occur every 36 months, for an FSP of 72 months.
HH-46E	PMI-D	48	54	583	The FSP for all H-46E T/M/S aircraft is 54 months. The FSP includes one PMI and one POI. The estimated TAT for the PMI is 6 months. The estimated time frame for the POI is 48 months.
HH-60H	PMI-1, -2	36	72	250	Any aircraft with over 3 years in its current tour or since its last SDLM shall require restorative maintenance by undergoing an integrated maintenance program baseline before transitioning

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
					to the integrated maintenance program PMI cycle. An integrated maintenance program baseline is accomplished by performing PMI 1N through PMI 2N concurrently. New production aircraft shall be inducted into an integrated maintenance program event 36 to 48 months from initial government acceptance (from Sikorsky) DD-250 date. Subsequent events shall be based on the 36-month interval. First event on a new production aircraft may be either PMI-1N or PMI-2N. Integrated maintenance program for all H-60 T/M/S aircraft is an integrated maintenance program based on a 72-month cycle with PMI inspections occurring at the completion of each POI of 36 months.
KC-130F	PMI-D	60		600	POI based on 1,680 days. OSL based on individual aircraft material condition and results of recurring structural inspections.
KC-130J	PMI-D	60		480	
KC-130R	PMI-D	60		480	
KC-130T	PMI-D	60		480	
MH-53E	PMI-D	54	61	243	The FSP for the H-53E is 61 months. This FSP includes a POI of 54 months and a single PMI event of 7 months duration. Each PMI event consists of specific inspections and maintenance actions assigned by RCM analysis to the particular interval.
MH-60R/S	PMI-1,-2	36	72	250	Any aircraft with over 3 years in its current tour or since its last SDLM shall require restorative maintenance by undergoing an integrated maintenance program baseline before transitioning to the integrated maintenance program

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
					PMI cycle. An integrated maintenance program baseline is accomplished by performing PMI-1N through PMI-2N concurrently. New production aircraft shall be inducted into an integrated maintenance program event 36 to 48 months from initial government acceptance (from Sikorsky) DD-250 date. Subsequent events shall be based on the 36-month interval. First event on a new production aircraft may be either PMI-1N or PMI-2N. Integrated maintenance program for all H-60 T/M/S aircraft is an integrated maintenance program based on a 72-month cycle with PMI inspections occurring at the completion of each POI of 36 months.
MQ-8B					None.
MV-22B	PMI-1, -2	58	121	285	The FSP for all MV-22B T/M/S aircraft is 121 months. The FSP includes two PMIs and two POIs. The estimated TAT for the PMI-1 is 2 months and PMI-2 is 3 months (1 additional month for paint removal and paint application). The estimated timeframe for both POI 1 and 2 is 58 months each.
MZ-3A					Refer to note 2.
NAV-8B	NA	NA	NA	NA	Not under IMC and thus does not have an OSP or FSP at this time. On condition maintenance based on RCM analysis. OSL aircraft must not exceed 100% fatigue life expenditure.
NC-130F	PMI-D	55	61	600	None.
NC-130H	PMI-D	60		600	POI based on 1,680 days.
NEA-18G					None.

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
NF/A-18C/D					None.
NP-3C/D	PMI-1,-2	78	156	354	Each FSP consists of 2 phases with each phase performed at 78-month intervals.
NSH-60B/F					None.
NU-1B					Refer to note 2.
NVH-3A					None.
OH-58C					Refer to note 2.
P-3C	PMI-1,-2	78	156	354	Each FSP consists of 2 phases with each phase performed at 78-month intervals.
P-8A					Design service life is 21,695 flight hours.
RC-12F/M	None	60	None	192	Refer to note 2.
RH-53D	ASPA/SDLM	27		297	SDLM occurs at specified intervals during the planned OSL of the aircraft. These intervals consist of the aircraft OSP plus 12-month extensions as authorized by the ASPA Program.
RQ-4A					None.
RQ-21A					None.
S-3B					None.
SH-60B/F	PMI-1,-2	36	72	250	Any aircraft with over 3 years in its current tour or since its last SDLM shall require restorative maintenance by undergoing an integrated maintenance program baseline before transitioning to the integrated maintenance concept and program PMI cycle. An integrated maintenance concept and program baseline is accomplished by performing PMI-1N through PMI-2N concurrently. New production aircraft shall be inducted into an integrated maintenance concept and program event 36 to 48 months from initial government

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
					acceptance (from Sikorsky) DD-250 date. Subsequent events shall be based on the 36-month interval. First event on a new production aircraft may be either PMI-1N or PMI-2N. Integrated maintenance program for all H-60 T/M/S aircraft is an integrated maintenance program based on a 72-month cycle with PMI inspections occurring at the completion of each POI of 36 months.
T-2C					None
T-6A/B					Aircraft not under IMC. Platform currently undergoing RCM analysis to determine aircraft depot maintenance requirements.
T-34C	Aircraft Condition Inspection				Aircraft not under IMC. Aircraft condition inspection conducted at 60 month interval.
T-38C				680	OSL based on 7,000 flight hour design service life at fleet average current utilization rates. Airframe managed per U.S. Air Force (USAF) recurring inspection requirements. USAF T-38 fleet averages 15,000 flight hours (19,000 flight hours maximum).
T-39D					Refer to note 2.
T-39G/N	Aircraft Condition Inspection				Refer to note 2. Aircraft not under IMC. Aircraft condition inspection conducted at 48-month interval.
T-44A/C	Aircraft Condition Inspection				Refer to note 2. Aircraft not under IMC. Aircraft condition inspection conducted at 60-month interval.
T-45A/C					Aircraft not under IMC. All depot level events (integrated maintenance program) are scheduled at a 3000 flight

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
					hour interval (+/- 10% deviation authorized).
TAV-8B		60	180	100% Fatigue Life Expenditure	None.
TC-12B					Refer to note 2. Aircraft not under IMC. Aircraft condition inspection conducted at 60-month interval.
TE-2C	PMI-1,-2	40	86		The aircraft POI is in 40-month intervals, and RDT&E aircraft is in 60-month intervals.
TE-2C (RDT&E)	PMI-1,-2	60	120		
TH-57B/C	Aircraft Condition Inspection				Refer to note 2. Aircraft not under IMC. Aircraft condition inspection conducted at 60-month interval.
U-6A					Refer to note 2.
UC-12B/F/M	None	60	None	192	Refer to note 2.
UC-12W					Refer to note 2.
UC-35C/D	None	1600 FLT HRS	None	300	Refer to note 2. OSL of 300 months is based on 25-year planned operation life, and OSP of 1,600 flight hours is time between major maintenance checks.
UH-1N	PMI-1,-2	34/33	72	434	The FSP for the H-1 is 72 months. This FSP includes 2 PMI events (PMI-1 and PMI-2) spaced 36 months from induction to induction and two separate POIs of 33 months and 34 months each that equal a total POI of 67 months that excludes the time the aircraft spends in the PMIs. Each PMI event consists of specific RCM justified inspections.
UH-1Y	PMI-1,-2	34/33	77	330	The FSP for the H-1 is 72 months. This FSP includes 2 PMI events (PMI-1 and PMI-2) spaced 36 months from induction to induction and two separate POIs of

PEACETIME PLANNING FACTORS FOR NAVAL AIRCRAFT					
TYPE/MODEL/SERIES	DEPOT EVENT	OSP or POI	FSP	OSL	PROGRAM NOTE (S)
					33 months and 34 months each that equal a total POI of 67 months that excludes the time the aircraft spends in the PMIs. Each PMI event consists of specific RCM justified inspections.
UH-3H					None.
UH-60L					None.
UH-72A					None.
VH-3A					None.
VH-3D					None.
VH-60N					None.
X-26A					None.

NOTES:

1. ALL. For life limit information (fatigue life expenditure, flight hour, and landing data refer to respective periodic maintenance information cards, service life bulletins, and SAFE data reports as applicable). For additional integrated maintenance concept and program and PMI requirements, refer to respective program office or COMNAVAIRSYSCOM integrated maintenance concept and program and PMI specifications published by COMFRC on the Naval Air Technical Data and Engineering Service Center (NATEC) Web site <https://mynatec.navair.navy.mil>.

2. Aircraft are non-developmental, off-the-shelf commercial aircraft certified per FAA policies and procedures. Service life for these aircraft and their components are established and maintained by the cognizant PMA in conjunction with the original equipment manufacturer and the FAA. These aircraft shall comply with all pertinent FAA mandated airframe and accessory bulletins and advisory circulars. Questions regarding service life limits and operating service life for these aircraft should be referred to the cognizant PMA.