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SECNAVINST 5442.2
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SECNAV INSTRUCTION 5442.2

From: Secretary of the Navy

Subj: MANAGEMENT OF THE NAVAL AIRCRAFT INVENTORY

Ref: (a) CNO Memorandum for the Record of 16 March 2011
(NOTAL)
(b) Joint Concept of Operations for Unmanned Aircraft
Systems of November 2008 (NOTAL)
(c) CJCSI 4410.01G of 11 October 2013
(d) SECNAVINST 5755.2A of 16 September 1999
(e) DoD Instruction 1225.06 of 16 May 2012
(f) OPNAVINST C3501.2K of 22 January 2010 (NOTAL)
(g) NAVAIR 15-01-500 (NOTAL)
(h) COMNAVAIRFORINST 4790.2B, CH-1 of 15 June 2013
(i) 309th AMARG Inactive Navy Aircraft (NAVAIR 4850-1)
(NOTAL)

Encl: (1) Management of Naval Aircraft Inventory Procedures
(2) Aircraft Inventory Management Definitions
(3) Sample Requirement Methodology and Inventory
Distribution
(4) Aircraft Inventory Terminology Diagram
(5) Aircraft Status Terminology Diagram

1. Purpose. To issue policy and procedures for the management of active and inactive aircraft inventories.

2. Cancellation. OPNAVINST 5442.8 and OPNAVINST 13000.6.

3. Scope. This instruction applies to active and inactive aircraft in the Navy and Marine Corps inventory to include unmanned aircraft systems (UAS) group 3 and above. UAS class 2 and below will be managed within the units that procure and operate them per reference (a). Reference (b) outlines the different UAS categories. All active and inactive aircraft are the direct responsibility of the Office of the Chief of Naval Operations (OPNAV), Director, Air Warfare (OPNAV N98). All stricken aircraft are managed by Naval Supply Systems Command (NAVSUPSYSCOM), Weapons Systems Support (NAVSUP WSS), except

designated foreign military sales (FMS) and Security Assistance Program (SAP) aircraft for which a letter of offer and acceptance has been forwarded from the U.S. Government to a foreign government. FMS and SAP aircraft are the responsibility of the Navy International Programs Office (IPO).

4. Background. The procedures for the management of aircraft inventory are outlined per references (a) through (i). This instruction is designed to serve as a single point of reference for the aircraft inventory management process.

5. Basic Procedure. Effective management of the aircraft inventory involves close coordination between the fleet commanders; type commanders (TYCOM) Commander, Naval Air Forces Pacific (COMNAVAIRPAC), and Commander, Naval Air Forces Atlantic (COMNAVAIRLANT); Chief of Naval Air Training (CNATRA); Head Quarters Marine Corps (HQMC) Aviation Department; Commander, Naval Air Systems Command (COMNAVAIRSYSCOM); Deputy Chief of Naval Operations, Information Dominance (OPNAV N2/N6); and OPNAV N98.

a. OPNAV N98, in coordination with Commander, Naval Air Forces (COMNAVAIRFOR), is responsible for ensuring that inventory is distributed to meet approved requirements and that aircraft above authorization are appropriately disposed of or stored.

b. Enclosure (1) outlines the management procedures of the naval aircraft inventory.

6. Definitions. Enclosure (2) provides definitions applicable to this instruction and describes how they apply to the subsequent discussion of aircraft inventory management procedures. The definitions reflect the Department of Defense (DoD) standardized inventory terminology as specified in reference (c).

7. Roles and Responsibilities. Basic responsibilities for management of active and inactive aircraft inventory are:

a. OPNAV N98 shall:

(1) Manage active and inactive Navy and Marine aircraft inventory by type, model, and series (T/M/S).

(2) Direct and fund the management of the Aircraft Inventory and Readiness Reporting System (AIRRS), the Department of the Navy (DON) official source for aircraft inventory reporting from cradle to grave.

(3) Construct an aircraft program data file (APDF) which authorizes aircraft by squadron for a minimum of 11 years.

(4) Construct a budget exhibit A-II document which delineates future aircraft inventory projections.

(5) Chair semi-annual strike board and workload working group.

(6) Approve and release all strike authorizations, disposition changes, and strike revocation messages, except when an aircraft is to be stricken due to loss or damage through accident or incident to the extent that restoration is uneconomical or militarily impractical. In these cases, the aircraft controlling custodians (ACC) may authorize the aircraft to be stricken.

(7) Direct disposition of those aircraft recommended for retention or disposal by the strike board.

(8) Establish the budget for the induction, preservation, maintenance, and disposal of naval aircraft being inducted and stored at 309th Aerospace Maintenance and Regeneration Group (309th AMARG) Davis-Monthan Air Force Base AFB, AZ.

(9) Approve the removal of components and accessories from aircraft stored in an inviolate status at 309th AMARG.

(10) Identify inviolate aircraft storage categories, disposition, and type preservation by bureau number.

(11) Determine annual input and withdrawal projections at 309th AMARG and approve changes to preservation requirements.

b. OPNAV N98 aviation requirements officers (RO) and OPNAV N2/N6 shall provide primary aircraft authorization (PAA) input to OPNAV N98 aircraft inventory managers for incorporation into the APDF per enclosure (1).

c. NAVSUP WSS and NAVSUP WSS Detachment Field Support Office (FLDSUPPO) shall:

(1) Host semi-annual strike board and workload working group.

(2) Manage the established budget for inactive aircraft storage and supporting services at 309th AMARG.

(3) Maintain up-to-date records on the material condition and serviceability of aircraft in the inactive inventory.

(4) Plan work and other necessary logistics actions including input to, withdrawal from, and maintenance of aircraft in storage at 309th AMARG.

(5) Provide 309th AMARG cost information for FMS and SAP, and as required, support established Chief of Naval Operations (CNO) decisions.

(6) Effect reutilization screening for all stricken aircraft according to current DON and DoD instructions and public law.

(7) Authorize and direct the disposal of aircraft per current DON and DoD instructions when stricken and inform OPNAV N98 of all disposition actions.

(8) Make available stricken aircraft to museums and guide and effect museum exchanges per reference (d).

(9) Determine parts to be removed in conjunction with Stricken Aircraft Reclamation and Disposal Program (SARDIP) and provide master save lists when appropriate.

d. COMNAVAIRFOR, Force Requirements (N8) shall validate the APDF's PAA for all units, with the exception of aircraft assigned to HQMC, CNATRA, and COMNAVAIRSYSCOM.

(1) HQMC, Aviation Plans and Policy (APP) constructs the Marine Corps Aviation Plan (AVPLAN) and shall provide input to OPNAV N98 for construction of the APDF.

(2) CNATRA, Operations and Requirements (N3) validates primary training aircraft authorization (PTAA) for aircraft assigned to CNATRA.

(3) COMNAVAIRSYSCOM ACC office (5.0D) validates requirement for research development test and evaluation aircraft for input into the APDF.

e. ACC shall:

(1) Be responsible for the administrative control of the assignment, logistic support, and employment of aviation assets.

(2) Direct transfers of aircraft between reporting custodians under their cognizance. Aircraft transfers to and from COMNAVAIRSYSCOM custody must be coordinated with the COMNAVAIRSYSCOM ACC and approved by OPNAV N98 prior to the transfer. Transfers of aircraft from the Reserve to the active forces shall be conducted per the procedures outlined in reference (e).

f. ACCs are designated as follows:

(1) COMNAVAIRFOR, Naval Aviation Force Aviation Maintenance and Material (N42).

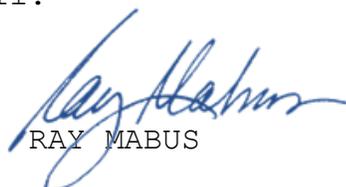
(2) Commander, Naval Air Forces Reserve.

(3) CNATRA.

(4) COMNAVAIRSYSCOM (Test and Evaluation and Fleet Support Aircraft).

8. Records 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.

9. Forms. 309th AMARG Form 44 is accessible via the Form 44 Web Site at <https://absweb.dm.af.mil>.


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MANAGEMENT OF NAVAL AIRCRAFT INVENTORY PROCEDURES

Effective management of naval aircraft inventory shall be conducted as outlined in the procedures below.

1. Requirement Determination. The overall requirement for naval aircraft is defined as PAA plus backup aircraft authorization (BAA). An illustration of requirements determination calculations and inventory distribution, conducted by OPNAV N98, is depicted in enclosure (3). These numbers are derived as follows:

a. PAA. The governing documents for determination of PAA are the required operational capabilities (ROC) and projected operational environment (POE) for Navy units; reference (f); and the Marine Corps AVPLAN for Marine Corps units. Deviations from the ROC and POE or AVPLAN PAA are not allowed unless approved through the review and approval procedures outlined below:

(1) For aircraft covered by a ROC and POE document or AVPLAN, PAA equals the number of aircraft listed in the ROC and POE or AVPLAN. Modifications are permitted to ensure timely and accurate information for budget preparation and to ensure incorporation of all approved force structure plans. OPNAV N98 and OPNAV N2/N6 ROs, with COMNAVAIRFOR (N8) concurrence, and the HQMC Aviation Department, shall maintain adequate documentation to support the deviation from the ROC and POE or AVPLAN and shall initiate a change to the applicable governing document as soon as practical. OPNAV N98, OPNAV N2/N6, and HQMC ROs shall ensure that OPNAV N98 aircraft inventory managers are informed of changes to ROC and POE and AVPLAN PAA.

Note: The APDF is a budget document and not a statement of requirement. In the event that there is insufficient inventory to fill PAA, OPNAV N98 shall coordinate with the associated ROs to determine how the APDF shall be adjusted. ADFP PAA shall not exceed available inventory.

(2) For aircraft not included in a ROC and POE and AVPLAN document, COMNAVAIRFOR (N8) with input from OPNAV N98, OPNAV N2/N6, and HQMC ROs shall validate the PAA each time the APDF is updated. Because these aircraft are not covered by a formal justification document, it is imperative that OPNAV,

HQMC ROs, and COMNAVAIRFOR maintain close scrutiny over their requirements and keep documents up-to-date to validate these aircraft. ROs shall coordinate with the applicable program office and the ACCs to ensure all developmental and operational test aircraft are depicted in the APDF. CNATRA shall provide updates to OPNAV N98 based on student loading and syllabus requirements. As with ROC and POE and AVPLAN-justified aircraft, the PAA shall not exceed available inventory.

b. BAA. Backup aircraft requirements are calculated for each T/M/S by multiplying the annual PAA by the aircraft pipeline planning factor. OPNAV N98 publishes the planning factors for pipeline percentages annually. Pipeline planning factors are expressed as a percentage. This percentage represents the ratio of aircraft reported in a pipeline status divided by the number of operating aircraft plus pipeline aircraft. The quarterly percentages are averaged over the past 5 years. Pipeline planning factors are derived from the AIRRS database using historical data from the past 5 years and are adjusted up or down for known inventory anomalies (such as lengthy modifications, new aircraft, no historical data, etc.). Any adjustment to the planning factor shall be based on the professional judgment and with the mutual agreement of the ROs, inventory managers, and the program manager for that specific aircraft T/M/S.

2. APDF Update Process. Periodic updates to the APDF are required in order to populate current and projected force structure information into the flying hour program (FHP) projection system. The procedure for updating the APDF is outlined below:

a. OPNAV N98 aircraft inventory managers shall develop and distribute a draft version of the APDF to ROs in OPNAV N98, OPNAV N2/N6, CNATRA (N3), HQMC, and NAVAIR 5.0D for update.

b. OPNAV N98, OPNAV N2/N6, and HQMC ROs shall publish changes based on T/M/S, ROC/POE, or AVPLAN. CNATRA (N3) shall provide updates based on student loading changes.

c. COMNAVAIRFOR (N8) shall review and approve the APDF to ensure concurrence with the proposed updates (Navy aircraft only).

d. OPNAV N98 shall coordinate with the applicable ROs and COMNAVAIRFOR (N8) on any updates not approved by COMNAVAIRFOR. COMNAVAIRFOR (N8) and the RO shall review the issue, determine the aircraft authorization, and provide OPNAV N98 inventory managers with the final APDF input.

e. OPNAV N98, through COMNAVAIRFOR (N8), shall forward to COMNAVAIRFOR any unresolved force structure issues for final decision.

f. Upon final concurrence, OPNAV N98 shall update the FHP system with the finalized version of the APDF, then lock the file and distribute to appropriate users.

3. Inventory Management. Aircraft inventory and status terminology are diagrammed in enclosures (4) and (5). The inventory shall be assigned using the following priority:

a. Fill primary aircraft inventory (PAI) to equal PAA.

b. Fill backup aircraft inventory (BAI) to equal BAA.

c. Fill attrition reserve (AR) inventory with 1 year's predicted attrition (defined as attrition planning factor multiplied by PAI).

d. Fill force level assurance storage as determined by the strike board.

e. Reconstitution reserve (RR) aircraft may be stored at the organizational level with approval from the OPNAV N98. Preferred method of storage for RR aircraft should be level II or III preservation per reference (g).

f. OPNAV N98 shall annually produce the aircraft inventory budget exhibit A-II to support the budget submission process. The force structure depicted in exhibit A-II shall be based on the APDF version that coincides with the applicable Presidential budget APDF and FHP budget submission. During the process of producing each APDF and exhibit A-II, OPNAV N98 shall scrutinize the inventory for aircraft in excess of approved requirement. Disposition of aircraft shall be discussed and documented at each strike board. The preferred location for aircraft storage is at 309th AMARG.

Note: OPNAV N98 will advise and coordinate with HQMC Aviation Department on disposition instructions affecting the Marine Corps.

4. Material Reclamation

a. Reclamation procedures will increase the availability of spare parts in the supply system and reduce cost. Additionally, a limited number of stricken aircraft will be held as reclamation insurance type and retained on a long term basis for material no longer being manufactured or available in the supply system.

b. When the need arises to remove a part from an aircraft stored at 309th AMARG there may be significant cost to break preservation, remove the part, and reseal the aircraft. Approval must come from OPNAV N98 or NAVSUP WSS as delineated in the guidelines in paragraph c. Priority parts removal includes: support of aircraft that are not mission capable supply or partial mission capable supply, a mobilization or extreme operational need, and depot level maintenance work stoppages. All requests for parts removal from stored and stricken aircraft at 309th AMARG must be submitted to 309th AMARG per Military Standard Requisition and Issue Procedure. Requisitioners shall submit all removal requests from mobilization, FMS and SAP and inviolate stored aircraft to NAVSUP WSS either by 309th AMARG Form 44 or as a special work project. NAVSUP WSS reclamation manager shall obtain authorization from CNO prior to providing removal authorization to 309th AMARG via NAVSUP WSS detachment FLDSUPPO.

c. The following applies to removal and replacement of parts:

<u>AIRCRAFT</u> <u>STRIKE CATEGORY</u>	<u>REPLACEMENT</u> <u>REQUIRED</u>	<u>REMOVAL</u> <u>AUTHORIZATION</u>
Section 1 RR/Force Level Assurance	Yes (1)	OPNAV N98
Section 2 OPNAV/Special Programs	Yes (1)	OPNAV N98
Section 3 FMS/SAP	No (2)	OPNAV N98/Navy IPO
Section 4 Museum	No (3)	NAVSUP WSS
Section 5 Stricken Aircraft	No	NAVSUP WSS

Note 1: Priority removal of parts from war reserve, force level assurance, and CNO special programs is the last source to satisfy a parts requirement. The removal of parts shall cause no damage to the airframe, components, or systems.

Note 2: Parts removal is not authorized from aircraft on a designated security assistance case after the letter of offer by the U.S. government has been forwarded. Prior to case offer, OPNAV N98 approval is required. Parts required to support FMS and SAP aircraft must be requisitioned via NAVSUP WSS.

Note 3: Prior to museum trade agreements, parts removal can be requested via NAVSUP WSS.

5. Inviolate Aircraft Storage

a. All mobilization, force level assurance, CNO special programs, or other inviolate aircraft directed to 309th AMARG will arrive complete to mission "K" status, with the exception of fleet controlled material that must be returned. All fleet controlled material not required for the ferry flight will be removed by the transferring activity. Fleet controlled material necessary for ferry flight will subsequently be returned to the TYCOM at their cost.

b. Aircraft arriving at 309th AMARG will be inventoried to identify all missing items.

c. Prior to accepting aircraft that are missing items, NAVSUP WSS Detachment FLDSUPPO will communicate with the transferring activity identifying the missing items and requesting replacement material, turn in documentation, or funded requisitions, using media and status code D, with 309th AMARG designated as the "ship to" addressee for the missing material. Exceptions to meet missing item requirements require OPNAV N98 approval.

6. Aircraft Strike Board Procedures. A review board, or strike board shall be held semiannually. The strike board members shall follow the procedures as outlined below.

a. NAVSUP WSS will host and OPNAV N98 will chair the semi-annual aircraft strike board. Prior to commencement of the

board meeting, OPNAV N98 will solicit aircraft strike recommendations and dispositions from the ACCs. OPNAV N98 will consolidate the strike recommendations and present a list with proposed disposition to the strike board members. The members will review the list, make adjustments as necessary, and prepare a proposed strike list along with recommended disposition for submission to OPNAV N98. Membership of the strike board is provided in paragraph 34 of enclosure (2).

b. Procedures for conduct of the strike board are outlined below:

(1) OPNAV N98 aircraft inventory managers shall compile a list of strike recommendations from the ACCs, OPNAV N98, OPNAV N2/N6, and HQMC ROs.

(2) Organizations submitting strike recommendations shall recommend appropriate disposition. Considerations for strike disposition include:

(a) Location of the strike. Careful consideration must be given to requests to strike aircraft at locations other than the 309th AMARG. Prior to approval for requests for strike locations other than 309th AMARG, the board shall ensure the requesting organization has adequate funding and personnel to complete all demilitarization and SARDIP actions. In addition, the board shall ensure the requesting organization has coordinated with applicable agencies, e.g., Defense Logistics Agency Disposition Services, to dispose of the aircraft carcass. The intent is to ensure air stations and other facilities are not left with aircraft remnants that may become environmental risks or pose other disposal problems.

(b) Suitability for reserve storage. Potential for section one storage is based on several factors that include: continued operation of that T/M/S; service life remaining on the particular bureau number; program office recommendation on suitability of aircraft for reactivation; and TYCOM or OPNAV N98 and OPNAV N2/N6 ROs input on likelihood of withdrawal and other factors as required.

(c) Long-term parts support. The unique climatic conditions at 309th AMARG make it an ideal location to store aircraft for long-term parts support. Consideration

should be given to placing aircraft in storage (section 5) if the T/M/S will continue in service for several more years.

(d) Potential for FMS. Navy IPO and COMNAVAIRSYS COM FMS representatives shall provide the board input on the potential for FMS sale of aircraft recommended for strike.

(e) Potential for museum display. All requests for display aircraft shall be coordinated through NAVSUP WSS. NAVSUP WSS shall assign display aircraft to the National Naval Aviation Museum or National Museum of the Marine Corps.

(3) Review status of stored and pending storage aircraft. Change status as required.

(4) Discuss issues and concerns related to inventory management.

(5) OPNAV N98 aircraft inventory managers shall document the proceedings of the strike board and publish minutes highlighting board decisions on aircraft preservation, reassignment within 309th AMARG sections, and other administrative decisions as applicable.

c. OPNAV N98 aircraft inventory managers shall authorize aircraft strike and establish aircraft disposition via naval message.

d. On occasion, the need arises to authorize aircraft strike prior to the commencement of the next aircraft strike board meeting. On those occasions the ACC shall submit to OPNAV N98 a request to strike. The request shall include the aircraft requiring strike and the proposed disposition and justification for strike action prior to the next strike board. OPNAV N98 will review the request and notify the applicable RO, program office, and others as required, ensuring full concurrence of proposed action. OPNAV N98 shall authorize strike via a special strike authorization message.

e. ACCs and reporting custodians shall ensure all administrative actions related to the strike, including aircraft transfer orders and aircraft custody and status change reports (XRAYS), are per the procedures outlined per reference (h).

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(1) ACCs shall transfer strike-authorized aircraft to COMNAVAIRSYSYSCOM fleet support custody for aircraft directed to the 309th AMARG. NAVSUP WSS Detachment FLDSUPPO, not the squadron, shall submit the strike XRAY following aircraft process-in.

(2) ACCs shall ensure the reporting custodians submit the strike XRAY for aircraft stricken at sites other than 309th AMARG per reference (h).

AIRCRAFT INVENTORY MANAGEMENT DEFINITIONS

The inventory terms defined below are diagramed per enclosures (4), (5), and reference (c). For the purpose of clarity, inventory, requirement, and status terms are labeled as such in the respective definitions. A sample inventory and requirement methodology comparison is diagramed in enclosure (3).

1. 309th Aerospace Maintenance and Regeneration Group (309th AMARG). A DoD activity, operated by the Air Force at Davis-Monthan AFB. NAVSUP WSS, Philadelphia, maintains a resident detachment FLDSUPPO within the 309th AMARG complex. Reference (i) is a monthly inventory report of naval aircraft stored at 309th AMARG produced by 309th AMARG.
2. Aircraft Controlling Custodian (ACC). ACC is a term applied to air commands and COMNAVAIRSYSCOM for exercising administrative control of assignment, employment, and logistic support of aircraft as specified by the CNO. The following ACCs have been designated by CNO: COMNAVAIRPAC, COMNAVAIRLANT, CNATRA, Commander Naval Reserve Force, and COMNAVAIRSYSCOM.
3. Aircraft Inventory and Readiness Reporting System (AIRRS). AIRRS is the Navy's official source of aircraft inventory information from cradle to grave. The database provides current and historical data on aircraft inventory's location, status, and flight hours. Reporting custodians submit reports on each aircraft per reference (h). COMNAVAIRSYSCOM manages the AIRRS database. Specific instructions pertaining to AIRRS are delineated per reference (h).
4. Aircraft Program Data File (APDF). An 11-year projection that depicts the aircraft authorization for each unit in the DON. The APDF provides the basis for budgeting documents used to provide funding for naval aviation operations, maintenance, spare parts, and manpower. The APDF is the starting point for the development of the FHP and is developed using the Flying Hour Projection System, which is managed by the Naval Sea Logistics Center. The APDF is not a statement of requirement, but rather a depiction of aircraft authorization. Because it is a budgeting document, not a requirement document, PAA shall not exceed projected total active inventory (TAI) in future years. The APDF is produced by OPNAV N98 and is distributed electronically to users in the budgeting process.

5. Attrition Reserve (AR). (Inventory Term) As a planning factor, AR is a prediction of the number of aircraft that will cease operating because of a category one (loss or damage) strike. Attrition planning factors are computed by using a 5-year running average from the AIRRS database. This number may be adjusted using professional judgment when agreed upon by OPNAV N98, COMNAVAIRFOR, and the Program/Project Management, Air (NAVAIR) when required to factor out unusual circumstances such as an unusually high mishap rate in a particular year and as a method to predict attrition rates for new aircraft, which have not established an attrition rate. Attrition rates are expressed as a percentage of PAA projected to attrite from the operating inventory annually. OPNAV N98 publishes predicted attrition rates annually.

6. Backup Aircraft Authorization (BAA). (Requirement Term) Aircraft over and above the PAA to permit scheduled and unscheduled maintenance, modifications, inspections, and repair without reduction of aircraft available for operational mission. No operating resources are allocated for these aircraft in the defense budget.

7. Backup Aircraft Inventory (BAI). (Inventory Term) Aircraft available to fill BAA.

8. Bailment Aircraft. Government aircraft in the physical custody of a non-military organization (typically an aircraft manufacturer, aircraft modification company, or contractor providing the government a service requiring military aircraft) under the terms of a bailment agreement.

Note: Since the mid-1990s, the Department of the Navy has discouraged the use of bailments due to the increased exposure to liability presented by such agreements and advocates the use of leases in instances where the Government must provide an aircraft to a contractor. This stated, bailments are still valid contractual agreements.

9. Budget Exhibit A-II. The U.S. Navy aircraft inventory budget exhibit A-II depicts the spread of inventory into specific categories across the Future Years Defense Plan. The A-II uses AIRRS inventory as a starting point. Aircraft authorization information is drawn directly from the APDF. The A-II displays aircraft authorization and requirement as well as

inventory, procurement, retirement, and attrition projections. The A-II is developed using the FHP/Cost Adjustment Sheet System and is produced by OPNAV N98. The A-II is distributed electronically to users in the budgeting process.

10. CNO Inviolate. Aircraft that are in a storage status for which OPNAV N98 must approve prior to removal of components. Aircraft in any storage category can bear the "CNO inviolate" caveat in the remarks section of reference (i).

11. Contractor Held or Contractor Custody. Aircraft is either pre-accepted or is provided back to the contractor as Government furnished property (GFP) or through some contractual means.

12. Drones. An unmanned aircraft remotely controlled for testing or target training. Inactive aircraft programmed as drones are reported in this category. Stricken aircraft in this status are not reported as part of the Total Inactive Inventory (TII).

13. Fleet Replacement Squadrons (FRS). Upon approval of COMNAVAIRFOR (N8), FRS PAA (PTAA) and flight line requirements are computed and published by OPNAV Training and Manpower (N980T) using an aircraft requirement algorithm. The formula calculates aircraft requirements based on aircrew student load.

14. Foreign Military Sales (FMS). That portion of U.S. security assistance authorized by the Foreign Assistance Act of 1961, as amended, and the Arms Export Control Act of 1976, as amended. The recipient provides reimbursement of defense articles and services transferred. Stricken aircraft in this status are not reported as part of the TII.

15. Lease. Military aircraft provided to agencies and organizations outside the federal government departments and agencies on a temporary basis.

16. Loaned Aircraft. Aircraft whose physical custody is temporarily transferred without benefit of formal transfer of controlling and/or reporting custody, within the inventory accounting system. A loan agreement shall be accomplished by a memorandum of agreement (MOA) which, at a minimum, must address duties, responsibilities, mishap investigation, and accountability throughout the duration of the loan.

17. Operating. (Status Term) Aircraft actually in an operating status.

18. Physical Custody. Sometimes termed "In Service Reporting" when a government unit, squadron, or depot, not assigned as the official RC, takes physical custody of an aircraft to support an operation, test, or depot level rework, through a transfer, secondary controlling authority (SCA), MOA, loan, or lease, that unit is said to have physical custody of the aircraft. The exact extent of the responsibility and accountability associated with the custody must be defined in the SCA, MOA, loan, lease, or contract. This term does not necessarily imply reporting custody.

19. Pipeline (or Pipe). (Status Term) Aircraft actually in integrated maintenance concept, standard and special rework, in-service repair or modification or enroute to, from or awaiting any of the above. This term is often incorrectly used interchangeably with BAA or BAI. BAA is a statement of requirement. BAI is the number of aircraft above the PAI available to fill the BAA. Pipeline is a status term that refers to aircraft actually in the maintenance pipeline at a specific point in time.

20. Pre-accepted Aircraft. Any aircraft for which funding has been provided through the Navy. Navy retains an equitable interest in the aircraft being procured, but which has not formally been accepted into the Navy's aircraft inventory.

21. Preservation. The inventories of PAI, BAI, and AR manifest themselves on the fleet flight lines, specifically in the fleet readiness squadrons. COMNAVAIRFOR will manage excess flight line entitlement through the use of preservation. Preservation places an active aircraft in a temporary inactive status of longer than 14 days for any specific T/M/S aircraft. The three levels of preservation are listed below and should be preserved per reference (g):

a. Level I. This is a short duration of less than 90 days and is the baseline for all subsequent levels. This preservation is conducted at the organizational level of maintenance.

b. Level II. This procedure allows the aircraft to be preserved for up to 1 year and must be done at the depot level of a fleet readiness center (FRC).

c. Level III. This is the highest preservation incorporating the procedures for levels I and II. This level requires dehumidification of the whole aircraft and must be completed at the depot within the FRC. Level III can be an indefinite period of time, but is not intended to replace aircraft storage.

22. Primary Aircraft Authorization (PAA). (Requirement Term) Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operational resources to include manpower, support equipment, and flying hour funds. PAA is the sum of the following authorizations:

a. Primary Mission Aircraft Authorization (PMAA). (Requirement Term) Aircraft authorized to a unit for performance of its mission.

b. Primary Training Aircraft Authorization (PTAA). (Requirement Term) Aircraft required primarily for technical and specialized training for crew personnel or leading to aircrew qualifications.

c. Primary Development/Test Aircraft Authorization (PDAA). (Requirement Term) Aircraft required primarily for the test of the aircraft or its components for purposes of research, development, test and evaluation, operational test and evaluation, or support for testing programs.

Note: These aircraft are usually authorized to the COMNAVAIRSYSCOM test directorate or to the Operational Test and Evaluation Force. Aircraft in this category are not normally covered by ROC and POE justification, but are included in the overall PAA computation for a given T/M/S.

d. Primary Other Aircraft Authorization (POAA). (Requirement Term) Aircraft required for special missions not classified elsewhere.

23. Primary Aircraft Inventory (PAI). (Inventory Term) Aircraft assigned to meet the PAA. PAI is the sum of the following inventories:

a. Primary Mission Aircraft Inventory (PMAI). (Inventory Term) Aircraft assigned to meet the PMAA.

b. Primary Training Aircraft Inventory (PTAI). (Inventory Term) Aircraft assigned to meet the PTAA.

c. Primary Development/Test Aircraft Inventory (PDAI). (Inventory Term) Aircraft assigned to meet the PDAA.

d. Primary Other Aircraft Inventory (POAI). (Inventory Term) Aircraft assigned to meet the POAA.

24. Procurement Objective. The procurement objective for a specific T/M/S naval aircraft is the sum of PAA plus BAA plus AR.

25. Projected Operational Environment (POE). The most demanding condition (wartime or peacetime) of operation for which a unit must be manned.

26. Reclamation. Aircraft removed from operational service due to damage, depreciation, administrative decision, or completion of service life. Stricken aircraft that are stored for reclamation are not reported as part of the TII.

27. Reconstitution Reserve (RR). (Inventory and Status Term) Aircraft stored, in preservation, or on the ramp which are planned for return to the operating forces in the event of mobilization, replacement, or reconstitution. As an inventory term, only those aircraft, which are excess to the sum of PAI, BAI, and AR, are counted as RR. As a status term, per reference (c), only aircraft in status code RR0 are considered RR. OPNAV N98 authorization is required to place any aircraft in this status. The TYCOMS preference is to preserve RR.

28. Required Operational Capabilities (ROC). A composite listing of required capabilities for a type of aircraft squadron or other unit as assigned by the CNO.

29. Stricken Aircraft Reclamation and Disposal Program (SARDIP). NAVSUP WSS instructions that direct parts from a stricken aircraft be removed according to a "NAVSUPSYSCOM save list" for induction into the supply system. The remaining aircraft shell is normally sold as scrap after demilitarization code of the airframe.

30. Storage. Aircraft removed from the active inventory and held in a preserved condition indefinitely.

31. Storage Categories - 309th AMARG. Naval aircraft stored at 309th AMARG fall under one of the following storage categories and are listed in reference (i) by section. Only aircraft in section 1 are counted in TII. Aircraft stored in any other section are stricken from the inventory.

a. War Reserve and Force Level Assurance Storage (Section 1). CNO inviolate. Inactive aircraft in war reserve and force level assurance storage at 309th AMARG are listed in section 1 of reference (i). No parts removals are allowed. The strike board determines suitability for section 1 storage. Generally aircraft designated for retention in section 1 shall be re-preserved every 4 years. Aircraft in section 1 are not stricken from the inventory and are counted in TII.

b. CNO Special Program Storage (Section 2). Stricken aircraft held in storage as a hedge against future force structure and procurement uncertainties. Aircraft designated for retention in this section may be re-preserved every 4 years as determined by the strike board.

c. FMS and SAP (Section 3). Stricken aircraft on hold for FMS and SAP are CNO inviolate.

d. Museum (Section 4). Stricken aircraft identified for donation to service museums. The "maintain-in" storage fees for these aircraft are borne by the museums.

e. Reclamation and Disposition (Section 5). Stricken aircraft awaiting final reclamation and disposition.

f. Identified for Disposal (Section 6). Stricken aircraft, fully reclaimed and being prepared for final disposal.

32. Storage Preservation Levels - 309th AMARG. Type 1000 storage is specified for aircraft placed in war reserve, force level assurance, or OPNAV inviolate storage. FMS and reclamation status aircraft are usually placed in type 2000 preservation. Aircraft stored for disposal or held for museums are inducted in type 4000 preservation. The following describes preservation types that may be specified for aircraft stored at 309th AMARG:

a. Type 1000. Aircraft is fully preserved. The intent is to provide maximum protection to maintain the aircraft for return to service.

b. Type 1500. Aircraft previously fully preserved. Strike board decision to not re-preserve the aircraft at the 4-year mark.

c. Type 2000. Aircraft systems are preserved to provide the maximum protection to parts for reclamation. The aircraft is not treated for existing corrosion. The aircraft is cleaned only sufficiently for application of sealing materials. Lubrication is applied only to areas affected by the cleaning process. The amount of sealing material applied is significantly less than in type 1000.

d. Type 3000. Temporary storage. Aircraft is maintained in flyable status. Must be converted to another type of storage or returned to service within 180 days.

e. Type 4000. Make safe for return to Defense Reutilization Management Office. Remove explosive devices, bleed pneumatic and hydraulic systems, remove classified items, de-fuel aircraft, drain oxygen system, batten control surfaces, and secure doors, hatches, and canopies.

33. Strike. The official action that removes an aircraft from the inventory and commensurate reporting responsibilities per reference (h). All stricken aircraft are managed by NAVSUP WSS, except designated FMS or SAP aircraft for which a letter of offer and acceptance has been forwarded by the U.S. government to a foreign government. These aircraft are the responsibility of Navy IPO. Aircraft cannot be stricken without authorization from OPNAV N98. Exceptions include those are aircraft lost or irreparably damaged through accident or incident. Those

aircraft may be stricken by the cognizant ACC per reference (h), followed by notification to OPNAV N98. These aircraft are published by the strike board.

34. Strike Board. A review board or strike board held semiannually. NAVSUP WSS schedules and hosts the board and OPNAV N98 serves as the chairman. Voting members shall include OPNAV N98, a representative of each ACC, and the NAVSUPSYSCOM stricken aircraft inventory manager. Additional participants include Navy IPO, the National Naval Aviation Museum, National Museum of the Marine Corps and representatives of the FRCs, COMNAVAIRSYSCOM program offices, and other interested organizations as required.

35. Strike Categories

a. Category 1. Loss or damage to the extent that restoration is uneconomical or militarily impractical.

b. Category 2. Depreciation caused by time and usage to the extent restoration is uneconomical or militarily impractical.

c. Category 3. Administrative decision.

d. Category 4. Completion of service life.

36. Total Active Authorization. (Requirement Term) Aircraft required in operating forces for mission, training, test, or maintenance functions.

37. Total Active Inventory (TAI). (Inventory and Status Term) Aircraft assigned to operating forces for mission, training, test, or maintenance functions. In inventory terminology, TAI is the sum of PAI, BAI, AR, and RR. As a status term, TAI is equal to the sum of operating, pipeline, and RR.

38. Total Inactive Inventory (TII). (Inventory Term) Aircraft in storage, bailment, loan, or lease outside the defense establishment, used as GFP, or otherwise not available for military service. TII is the sum of the following inventory categories: bailment, drones, FMS, lease, loan, reclamation, and storage.

39. Total Overall Aircraft Inventory (TOAI). (Inventory and Status Term) TOAI is the sum of the total active and inactive aircraft inventories.

40. Workload Working Group. A review board held in conjunction with the semiannual strike board. The purpose of the working group is to identify and document the 10-year Navy workload projection of inductions, withdraws, preservation, and disposals at the 309th AMARG. The results of the working group are documented by strike board and are the input source for development of the OPNAV N98/309th AMARG budget.

SAMPLE REQUIREMENT METHODOLOGY AND INVENTORY DISTRIBUTION

SAMPLE REQUIREMENT METHODOLOGY AND INVENTORY DISTRIBUTION

REQUIREMENT TERMINOLOGY

PRIMARY MISSION AIRCRAFT AUTHORIZATION				
	Squadrons	x	PMAA	Total PMAA
USN (Active)	27	x	12	324
USMC (Active)	14	x	12	168
USN (Reserve)	3	x	12	36
USMC (Reserve)	4	x	12	48
Total PMAA/I				576

PRIMARY TRAINING AIRCRAFT AUTHORIZATION				
	Squadrons	x	PTAA	Total PTAA
USN (FRS)	2	x	40	80
USMC (FRS)	1	x	42	42
Total PTAA/I				122

PRIMARY DEVELOPMENT/TEST AIRCRAFT AUTHORIZATION				
	Squadrons	x	PDAA	Total PDAA
Developmental Test	2	x	10	20
Operational Test	1	x	10	10
Total PDAA/I				30

PRIMARY OTHER AIRCRAFT AUTHORIZATION				
	Squadrons	x	POAA	Total POAA
Blue Angels	1	x	8	8
NSAWC	1	x	12	12
Total POAA/I				20

TOTAL PRIMARY AIRCRAFT AUTHORIZATION		PAA
PMAA + PTAA + PDAA + POAA		748

BACK UP AIRCRAFT AUTHORIZATION				
	Factor	x	PAA	BAA
Planning Factor	13%	x	748	97

REQUIREMENT (PAA + BAA)		RQMT
		845

INVENTORY TERMINOLOGY

PRIMARY MISSION AIRCRAFT INVENTORY	
	PMAI
	324
	168
	36
	48
	576

PRIMARY TRAINING AIRCRAFT INVENTORY	
	PTAI
	80
	42
	122

PRIMARY DEVELOPMENT/TEST AIRCRAFT INVENTORY	
	PDAI
	20
	10
	30

PRIMARY OTHER AIRCRAFT INVENTORY	
	POAI
	8
	12
	20

TOTAL PRIMARY AIRCRAFT INVENTORY	
	PAI
	748

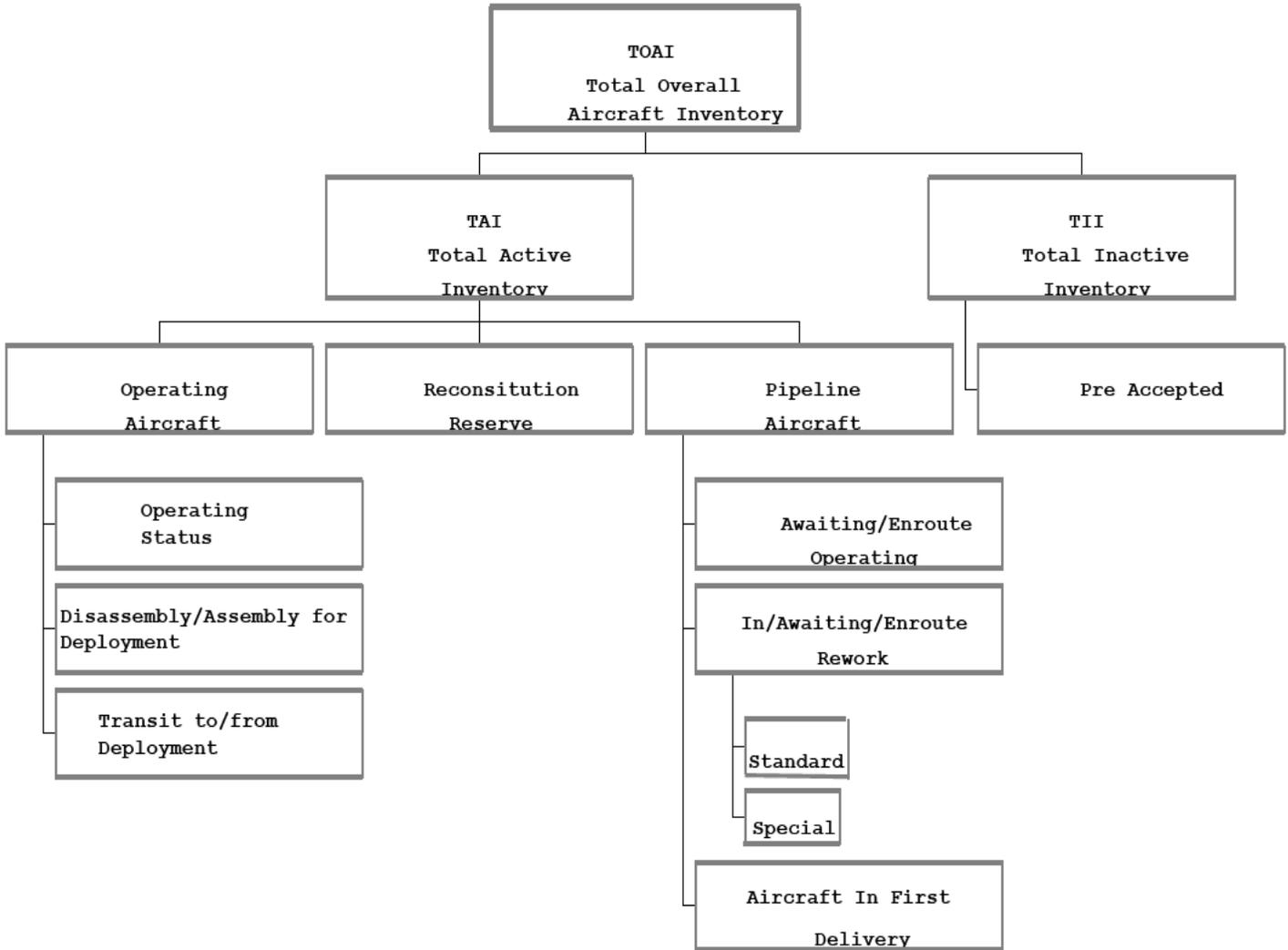
BACK-UP AIRCRAFT INVENTORY	
	BAI
	50

ATTRITION RESERVE (If available)	
	AR
	0

RECONSTITUTION RESERVE (If available)	
	RR
	0

TOTAL ACTIVE INVENTORY (TAI) (PAI + BAI + AR + RR)	
	TAI
	798

AIRCRAFT INVENTORY TERMINOLOGY DIAGRAM



AIRCRAFT STATUS TERMINOLOGY DIAGRAM

