



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

IN REPLY REFER TO

OPNAVINST 5442.8
N880G
18 April 1995

OPNAV INSTRUCTION 5442.8

From: Chief of Naval Operations

Subj: MANAGEMENT OF THE NAVAL AIRCRAFT INVENTORY

Ref: (a) SOP 880 Ser 2U132 of 4 August 1992 (NOTAL) (hereby cancelled)
(b) OPNAVINST 5040.8K (NOTAL)
(c) CNO Memo Ser 4U500060 4 April 1994 (NOTAL)
(d) OPNAVINST 5440.76 (NOTAL)
(e) OPNAVINST 5442.2G (NOTAL)
(f) AMARC Inactive Navy Aircraft (Reserve) (NAVAIR 4850-1) (NOTAL)
(g) OPNAVINST C3501.2H (NOTAL)
(h) CJCSINST 4410.01 (NOTAL)

Encl: (1) OPNAV/HQMC Action Officer listing

1. Purpose. To issue procedures for management of the naval aircraft inventory.
2. Cancellation. Reference (a)
3. Scope. This instruction applies to active and inactive aircraft except designated Foreign Military Sales (FMS)/Security Assistance Program (SAP) aircraft for which a letter of offer has been forwarded to a foreign government. Procedures for management of the inactive inventory are issued in reference (b).
4. Background. The rules for management of the aircraft inventory are outlined in references (b) through (h). This instruction is designed to serve as a single point of reference for inventory management procedures.
5. Definitions. The following definitions are applicable to this instruction and are described as they apply to the subsequent discussion of aircraft inventory management procedures. The definitions have been revised to reflect the Department of Defense (DoD) standardized inventory terminology introduced in reference (h). These inventory terms are diagrammed in figure (1). Corresponding requirement terminology has also been modified. Aircraft status terms remain unchanged. For the purpose of clarity, inventory, requirement and status terms are labeled as such in the respective definitions. Sample inventory and requirement methodology comparison diagrammed in figure (2).



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AIRCRAFT INVENTORY

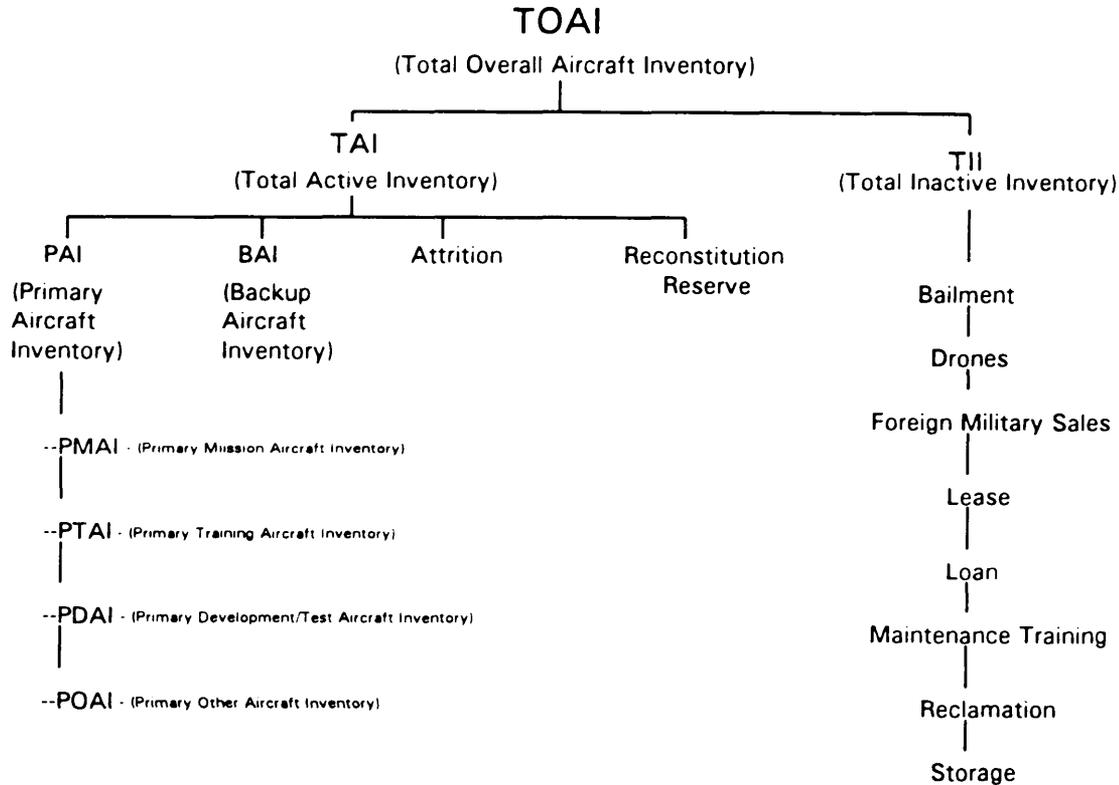


Figure 1

a. ROC. A composite listing of all Required Operational Capabilities (ROC) for a type of aircraft squadron or other unit as assigned by the Chief of Naval Operations.

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

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

d. TOAI. Total Overall Aircraft Inventory. (Inventory Term) The sum of the total active and inactive aircraft inventories.

e. TAI. Total Active Inventory. (Inventory Term) Aircraft assigned to operating forces for mission, training, test, or maintenance functions. In inventory terminology, TAI is the sum of Primary Aircraft Inventory (PAI), Backup Aircraft Inventory (BAI), Attrition Reserve (AR) and Reconstitution Reserve (RR). In status terminology, TAI is equal to the sum of “operating,” “pipeline” and RR (aircraft in AR status are counted as “operating” aircraft).

f. PAA. Primary Aircraft Authorization. (Requirement Term) Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the

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allocation of operation resources to include manpower, support equipment and flying hour funds. PAA is the sum of the following authorizations:

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

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

(3) PDAA. Primary Development/Test Aircraft Authorization. (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. These aircraft are usually authorized to the Naval Air Warfare Center (NAWC) test directorate or to the Operational Test and Evaluation Force (OPTEVFOR). Aircraft in this category are not normally covered by ROC/POE justification but are included in the overall PAA computation for a given type/model/series (T/M/S).

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

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

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

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

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

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

h. BAA. Backup Aircraft Authorization. (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.

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

j. Pipeline. (Status Term) Aircraft actually enroute to or from, awaiting or in standard or special rework. This term is often incorrectly used interchangeably with BAA or BAI. BAA is a

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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.

k. Operating. (Status Term) Aircraft actually in an operating status. Attrition Reserve (AR) aircraft are counted as "operating."

i. AR. Attrition Reserve (Inventory and Status Term) As a planning factor, attrition 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 Aircraft Inventory Reporting System (AIRS) database. This number may be adjusted using professional judgment when required to factor out unusual circumstances such as an unusually high crash 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. Predicted attrition rates are published yearly by N880. As an inventory term, AR is equal to TAI minus BAI and RR. As a status term, AR is operating aircraft which are excess to PAI plus BAI. A maximum of 1 year of attrition aircraft (attrition planning factor times PAI) may remain in the operating inventory if sufficient assets are available.

m. RR. Reconstitution Reserve. (Inventory and Status Term) Aircraft stored 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 (e), only aircraft in status code M11 are considered RR. Chief of Naval Operations (CNO) N880G authorization is required to place any aircraft in this status.

n. TII. Total Inactive Inventory. (Inventory Term) Aircraft in storage, bailment, loan or lease outside the defense establishment, used as Government Furnished Property, or otherwise not available for military service. TII is the sum of the following inventory categories:

(1) Bailment. Aircraft furnished to and under the physical custody of a non-government organization under the requirements of a government contract.

(2) 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 TII.

(3) Foreign military sales. (FMS) Aircraft in storage, bailment, used as government-furnished property, on loan or lease outside the Defense establishment, or otherwise not available to the military services for the purpose of sale to foreign governments. Stricken aircraft in this status are not reported as part of the TII.

(4) Lease. Military aircraft provided to agencies and organizations outside the Federal Government departments and agencies on a temporary basis.

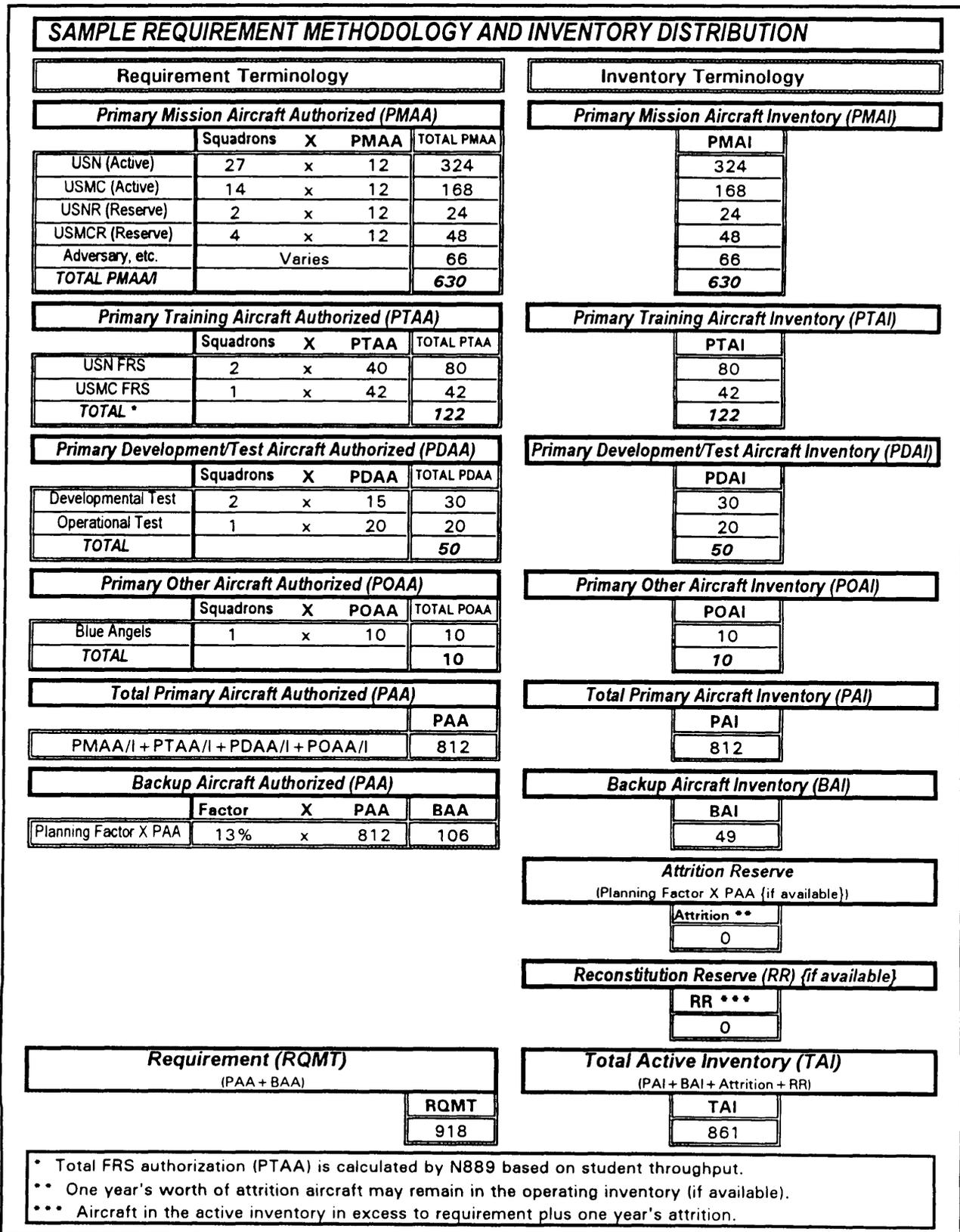


Figure 2

(5) Loan. Military aircraft provided to other Federal Government departments and agencies on a temporary basis.

(6) Maintenance Training. Aircraft employed for ground training which do not require airborne operations. Stricken aircraft which are used as training devices are not reported as part of the TII.

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

(8) Storage. Aircraft removed from the active inventory and held in a preserved condition.

o. FRS. Fleet Readiness Squadrons. FRS PAA is computed and published by N889 using an aircraft requirement algorithm. The formula calculates aircraft requirements based on aircrew student load.

p. ESL. Engineered Service Life. An estimate of the number of flight hours that an airframe can safely accumulate without exceeding the fatigue limit of any of its components. N880G uses ESL as the determining factor in retirement projections for most type/model/series (T/M/S) aircraft.

q. FLE. Fatigue Life Expended. Under the Structural Appraisal of Fatigue Effects (SAFE) program, individual airframe FLE is computed from data recorded by instrumentation installed on each aircraft. Depending on the T/M/S, the systems used for FLE calculation are the Structural Data Recording System (SDRS), Counting Accelerometer Group (CAG) or Flight Data Recording System (FDRS). N880G uses FLE for retirement projections for selected T/M/S.

r. AIRS. Aircraft Inventory Reporting System. A database of current and historical data on aircraft inventory's location, status, and flight hours. Reporting Custodians submit quarterly reports on each aircraft per reference (e). The data is sorted into several reports used by inventory managers:

(1) AG-3C: Age distribution of program aircraft. A 20 year projection of aircraft average age.

(2) AG-6: Projected service life completion dates of program aircraft.

(3) AG-8: Service life report. A projection of the ESL-based retirement date for each aircraft (by bureau number) given flight hours expended and average utilization rate.

(4) INV-2: A summary of aircraft sorted by T/M/S.

(a) INV-2A: Navy portion of the INV-2.

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(b) INV-2B: Marine Corps portion of the INV-2.

(5) INV-14: A detailed listing of aircraft sorted by T/M/S.

(6) INV-15: A detailed listing of aircraft sorted by unit.

(7) INV-16: A detailed listing of aircraft sorted by Type Commander (TYCOM).

(8) L-17: Pipeline percent by T/M/S.

s. APDF. Aircraft Program Data File. An 11-year projection that depicts the PAI for each unit funded under the aircraft operating program. The APDF provides the basis for budgeting documents used to provide funding for Naval Aviation operations, maintenance, spare parts and manpower. Because it is a budgeting document, not a requirement document, PAI cannot exceed projected inventory in future years. The APDF is not a projection of required PAA, especially in the out years. The APDF is produced by N880G and is distributed electronically (and in hard copy) to users in the budgeting process.

t. 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 (FYDP). The A-II uses AIRS inventory as a starting point, and projects future inventory status. The A-II displays PAI/procurement/retirement/attrition projections and inventory changes such as storage, conversions, bailment, etc.

u. Strike. The official action that removes an aircraft from the inventory and commensurate reporting responsibilities. Per reference (c), aircraft cannot be stricken without authorization from Director, Air Warfare (N88) except aircraft lost or irreparably damaged through accident; those aircraft may be stricken by proper authority, followed by notification to N88 (this is published as an enclosure to the semiannual strike package).

v. Strike Categories. Per reference (e):

(1) Category 1: Loss or damage to the extent that restoration is uneconomical or militarily impractical.

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

(3) Category 3: Administrative decision.

(4) Category 4: Completion of service life.

w. AMARC. Aerospace Maintenance and Regeneration Center. Otherwise known as "the bone yard" or "the desert." A DoD activity, run by the Air Force at Davis-Monthan AFB, AZ (Tucson). The Aviation Supply Office (ASO) maintains a resident detachment Field Service

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Office (FSO) within the AMARC complex. Reference (f) is a monthly inventory report of naval aircraft stored at AMARC.

x. CNO inviolate. Aircraft storage status in which removal of components must be approved by CNO (N880G). Aircraft in any storage category can bear the "CNO inviolate" caveat in the remarks section of reference (f).

y. Storage Categories. Naval aircraft stored at AMARC or other locations are in the inactive inventory and fall under one of the following storage categories:

(1) War Reserve / Force Level Assurance Storage: CNO inviolate. Aircraft in War Reserve / Force Level Assurance Storage at AMARC are listed in section one of reference (f).

(a) Aircraft placed in section one for mobilization; must be ready to fly within 30 days of notification. No parts removals allowed. Aircraft are maintained in a very high level of preservation. Because of its relatively high cost, mobilization storage is seldom indicated.

(b) All other aircraft placed in section one are in excess to force structure requirements and preserved for use as attrition assets. Ready to fly within 90 days. Parts removals authorized if approved by N880G. As a planning factor, the requirement for force level assurance aircraft is 33 percent of the active force PAI for any given T/M/S. Represerved every 4 years.

(2) CNO Special Program Storage: Stricken aircraft held in storage as a hedge against future force structure and procurement uncertainties. Aircraft stored at AMARC are listed in section two of reference (f).

(3) FMS/SAP: Stricken aircraft on hold for Foreign Military Sales/Security Assistance Programs (FMS/SAP). CNO inviolate. FMS/SAP aircraft stored at AMARC are listed in section three of reference (f).

(4) Museum: Stricken aircraft identified for donation to service museums. The "maintain-in" storage fees for these aircraft are borne by the museums. Museum aircraft stored at AMARC are listed in section four of reference (f).

(5) Reclamation/Disposition: Stricken aircraft awaiting final reclamation/disposition. Aircraft stored at AMARC in this category are listed in section five of reference (f).

z. Storage Preservation Levels. The following preservation types can be specified for aircraft stored at AMARC:

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

(2) 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

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by the cleaning process. The amount of sealing material applied is significantly less than in type 1000.

(3) 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.

(4) Type 4000. Make safe for turn-in to DRMO. 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.

Type 1000 storage is specified for aircraft placed in War Reserve, Force Level Assurance or CNO Inviolable storage. Foreign Military Sales 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.

aa. SARDIP. Salvage and Reclamation Disposition. ASO instructions that direct parts from a stricken aircraft be removed according to an "ASO save list" for induction into the supply system. The remaining aircraft shell is normally sold as scrap through a Defense Reutilization and Marketing Office (DRMO).

bb. Strike Board. Per reference (b), an informal review board, or "strike board" held semiannually at AMARC. The purpose of this board is to:

- (1) Compile strike recommendations from the Type Commanders (TYCOMs) and N880G inventory managers.
- (2) Recommend appropriate disposition for excess and stricken aircraft.
- (3) Review status of stored and pending storage aircraft. Change status as required.
- (4) Discuss issues/concerns related to inventory management.
- (5) Publish a list of action items in the form of minutes.

cc. Workload Conference. An informal review board held in conjunction with the semiannual Strike Board. The purpose of the conference is to identify, even-load and document the projected AMARC induction workload.

dd. Distribution Conference. Conferences held as needed (usually semiannually) for each T/M/S to publish plans for the distribution of aircraft between Type Commanders.

6. Basic Procedure. Effective management of the aircraft inventory involves close coordination between the Fleet Commanders in Chief (CINCs), TYCOMs, Headquarters Marine Corps (HQMC) AVN Department, Naval Air Systems Command (NAVAIRSYSCOM), Naval Air Weapons Command (NAWC), N880 Requirements Officers (ROs) and N880G inventory managers. N880G is responsible for ensuring that existing/projected inventory is equitably

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distributed to meet approved requirements and that excess aircraft are appropriately stored or disposed of. A listing of action officers for execution of this instruction is included as enclosure (1).

7. Requirement Determination. The overall requirement for naval aircraft is defined as PAA plus BAA. These numbers are derived as follows:

a. PAA: Primary Aircraft Authorized. The governing documents for determination of PAA is the ROC/POE for Navy and the Marine Aviation Plan (AVPLAN) for Marine force structure. Inventory Managers and ROs shall validate the PAA for all units in conjunction with the publication of each APDF. Deviations from the ROC/POE/AVPLAN PAA are not allowed unless approved through the review and approval procedures outlined below:

(1) For aircraft covered by a ROC/POE document or Marine AVPLAN, PAA equals the number of aircraft listed in the ROC/POE/AVPLAN. Change recommendations shall be forwarded using the revision procedure in reference (g). Office of the Chief of Naval Operations and HQMC ROs shall ensure that N880G inventory managers are informed of changes to ROC/POE/AVPLAN PAA. In the event that there is insufficient PAI to fill PAA, Inventory Managers shall coordinate with the ROs a change to the ROC/POE/AVPLAN. The PAA depicted in the ROC/POE/AVPLAN shall not exceed PAI.

(2) For aircraft not included in a ROC/POE/AVPLAN document, ROs and Inventory Managers shall validate the PAA each time the APDF is published. Because these aircraft are not covered by a formal justification document, it is imperative that ROs maintain close scrutiny over their requirement and keep documentation to validate these aircraft. As with ROC/POE/AVPLAN - justified aircraft, the PAA shall not exceed PAI.

b. BAA: Backup aircraft requirements are calculated for each T/M/S by multiplying the annual PAA times the aircraft pipeline planning factor. Pipeline planning factors are derived from the AIRS database by using historical data from the past 5 years. Pipeline planning factors are expressed as a percentage. This percentage represents the ratio of aircraft reported in a non-operating status code divided by the number of aircraft in the TAI. The annual percentages are averaged over the past 5 years to give a raw statistic. The calculated values can be adjusted up or down for known inventory anomalies (such as lengthy modifications, new aircraft, no historical data, etc.) Any raw statistic adjustments are based on the professional judgment and mutual agreement of the ROs, Inventory Managers and the NAVAIRSYSCOM Program Manager (PMA) for that specific aircraft T/M/S. Planning factors for pipeline percentages are published annually by N880.

8. Inventory Management. During the process of producing each APDF/A-II, N880G shall scrutinize the inventory for aircraft operating in excess of approved requirement. Disposition of excess aircraft will be discussed and documented at each Strike/Distribution Conference. The preferred method of disposition for excess aircraft is force level assurance storage at AMARC. When inventory excesses are discovered and disposition is appropriate, N880G will direct such disposition by message. Compliance will be monitored by the respective Inventory Manager.

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[Note: N880G will advise/coordinate with HQMC (AVN Department) disposition instructions effecting the Marine Corps.] The inventory shall be assigned using the following priority:

- a. Fill PAI to equal PAA.
- b. Fill BAI to equal BAA.
- c. Fill Attrition Reserve inventory with one year's predicted Attrition (defined as: Attrition planning factor multiplied by PAI).
- d. Fill force level assurance storage with 33 percent of PAI. Reconstitution Reserve aircraft may be stored at the organizational level with approval from N880G.

9. Aircraft Custody. N880G authorization is required to transfer an aircraft between TYCOMs. Aircraft physical custody changes to NAVAIRSYSCOM Fleet Support (FS) Custody for scheduled or special rework at Naval Aviation Depots or Defense Plant Representative Offices in excess of a year require transfer of controlling custody. When assignment of the aircraft is determined and work is less than a year, the reporting custody of the aircraft will remain with the controlling custodian. The decision whether to transfer custody to FS is made by N880G.



BRENT M. BENNITT
Director, Air Warfare

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AH-1W	N880G8	N880F5	KA-6D	N880G6	N880D31
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NA-6E	N880G6	N880D31	C-2A	N880G9	N880C3
CH-53A	N880G8	N880F4	CH-53D	N880G8	N880F3
NEA-6B	N880G6	N880C4	CH-53E	N880G8	N880F4
NRA-3B	N880G6	N880G9	HH-1K	N880G8	N880G8
YAV-8B	N880G8	N880F3	HH-1N	N880G8	N880F5
F-14A	N880G6	N880C2	HH-46D	N880G8	N880F4
F-14B	N880G6	N880C2	HH-60H	N880G8	N880E5
F-14D	N880G6	N880C2	HH-65A	N880G8	N880G8
F-16N	N880G9	N880C8	MH-53E	N880G8	N880F4
F-4J	N880G6	N880G6	MLR	N880G8	N880F2
F-4N	N880G6	N880G6	NUH-1E	N880G8	N880G8
F-4S	N880G6	N880G6	OH-58A	N880G8	N880G8
F-5E	N880G9	N880C8	OH-6A	N880G8	N880G8
F-5F	N880G9	N880C8	RH-53D	N880G8	N880F4
NF-14D	N880G6	N880C2	SH-2F	N880G8	N880E4
RF-4B	N880G6	N880G6	SH-2G	N880G8	N880E4
SH-3D	N880G8	N880E5	YF-4J	N880G6	N880G6
SH-3G	N880G8	N880E5	F/A-18A	N880G6	N880D2
SH-3H	N880G8	N880E5	F/A-18B	N880G6	N880D2
SH-60B	N880G8	N880E4	F/A-18C	N880G6	N880D2
SH-60F	N880G8	N880E5	F/A-18D	N880G6	N880D2
TH-1L	N880G8	N880F5	F/A-18F	N880G6	N880D2
TH-57A	N880G8	N880G8	KC-130F	N880G9	N880G2
TH-57B	N880G8	N889G2	KC-130R	N880G9	N880G2
TH-57C	N880G8	N889G2	KC-130T	N880G9	N880G2
UH-1E	N880G8	N880G8	DC-130A	N880G9	N880G2
UH-1N	N880G8	N880F5	QF-4N	N880G6	N880G6
UH-3A	N880G8	N880G8	QF-4S	N880G6	N880G6
UH-46D	N880G8	N880F4	QF-86F	N880G6	N880G6
UH-60A	N880G8	N880G8	OA-4M	N880G8	N880F3
VH-1N	N880G8	N880F2	OV-10A	N880G8	N880F5
VH-3A	N880G8	N880F2	OV-10D	N880G8	N880F5
VH-3D	N880G8	N880F2	NP-3A	N880G7	N880E2
VH-60N	N880G8	N880F2	NP-3B	N880G7	N880E2
YSH-60F	N880G8	N880G8	P-3A	N880G7	N880E2
A-4E	N880G8	N880F3	P-3B	N880G7	N880E2
A-4F	N880G8	N880F3	P-3C	N880G7	N880E2
A-4M	N880G8	N880F3	C-130F	N880G9	N880G2
A-6E	N880G6	N880D31	C-130T	N880G9	N880G2
A-7E	N880G6	N880G6	C-20D	N880G9	N880G2
AV-8B	N880G8	N880F3	C-20G	N880G9	N880G2
AV-8C	N880G8	N880F3	C-28A	N880G9	N880G9

Enclosure (1)

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<u>T/M/S</u>	<u>INVENTORY OFFICER</u>	<u>RQMT OFFICER</u>	<u>T/M/S</u>	<u>INVENTORY OFFICER</u>	<u>RQMT OFFICER</u>
EA-6A	N880G6	N880C4	C-9B	N880G9	N880G2
EA-6B	N880G6	N880C4	CT-39E	N880G9	N880G2
EA-7L	N880G6	N880G6	CT-39G	N880G9	N880G2
DC-9	N880G9	N880G2	EP-3A	N880G7	N880E2
LC-130F	N880G9	N880G2	EP-3B	N880G7	N880E2
LC-130R	N880G9	N880G2	EP-3E	N880G7	N880C6
US-3A	N880G7	N880E3	EP-3J	N880G7	N880C5
VP-3A	N880G7	N880E2	ES-3A	N880G7	N880C6
S-3A	N880G7	N880E3	NKC-135A	N880G9	N880C5
S-3B	N880G7	N880E3	RP-3A	N880G7	N880E2
NT-34C	N880G7	N889G4	RP-3D	N880G7	N880E2
TA-4F	N880G8	N889G2	TA-4J	N880G8	N889G2
TA-7C	N880G6	N880G6	TAV-8B	N880G8	N880F3
TC-130G	N880G9	N880G2	EC-24A	N880G9	N880G9
TC-4C	N880G9	N880G2	TE-2C	N880G6	N880C3
TF-16N	N880G9	N880G7	TP-3A	N880G7	N880E2
X-26A	N880G9	N880G6	NU-1B	N880G9	N880G9
RC-12M	N880G9	N880G2	T-41B	N880G7	N880G7
T-42A	N880G7	N880G7	U-11A	N880G7	N880G7
U-21A	N880G9	N880G9	U-3A	N880G7	N880G7
U-3B	N880G7	N880G7	U-6A	N880G9	N880G9
UC-12B	N880G9	N880G2	UC-12F	N880G9	N880G2
NTA-4F	N880G8	N880F3	NTA-4J	N880G8	N880F3
T-2B	N880G9	N889G2	T-2C	N880G9	N889G2
T-34B	N880G7	N889G4	T-34C	N880G7	N889G4
T-38A	N880G9	N880G6	T-38B	N880G6	N880C8
T-39D	N880G9	N880G2	T-39N	N880G9	N880G2
T-44A	N880G9	N889J6	T-45A	N880G9	N889G3
UC-12M	N880G9	N880G2	UP-3A	N880G7	N880E2
UP-3B	N880G7	N880E2	E-2C	N880G6	N880C3
E-6A	N880G9	N880G2			

HQMC AVIATION DEPARTMENT

<u>T/M/S</u>	<u>HQMC CODE</u>	<u>HQMC CODE</u>
H-53	APP-33, APW-51, ASL-35	A-8
H-46	APP-33, APW-51, ASL-35	KC130
H-1	APP-33, APW-53, ASL-35	C-9
V-22	APP-33, APW-52, ASL-35	C-12
F-18	APP-31, APW-31, ASL-36	C-39
EA-6	APP-31, APW-41, ASL-36	C-20
A-4	APP-31, APW-21, ASL-36	APP-31, APW-21, ASL-36
		APP-31, APW-91, ASL-36

FLEET READINESS SQUADRONS

<u>T/M/S</u>	<u>INVENTORY OFFICER</u>	<u>RQMT OFFICER</u>	<u>T/M/S</u>	<u>INVENTORY OFFICER</u>	<u>RQMT OFFICER</u>
AH-1	N880G8	N880F5	H-46	N880G8	N889J4
H-53	N880G8	N880F4	H-1	N880G8	N880F5

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H-60F	N880G8	N889J4	H-2	N880G8	N880E4
H-3	N880G8	N889J4	A-4	N880G8	N889G2
AV-8	N880G8	N880F3	A-6E	N880G6	N889J2
EA-6B	N880G6	N889J2	F-14	N880G6	N889J2
F-18	N880G6	N889J2	C-130	N880G9	N880G2
OV-10	N880G8	N880F5	P-3	N880G7	N889J6
S-3	N880G7	N889J6	E-2	N880G6	N889J2
H-60B	N880G8	N889J5			