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Maintenance Documentation Codes

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ACTION TAKEN (AT) CODES

All codes listed below may be used for both on-equipment or off-equipment work unless otherwise noted.

A. Items of Repairable Material or Weapon/Support System Discrepancy Checked No Repair Required.

This code is used for all discrepancies which are checked and found that either the reported deficiency cannot be duplicated, or the equipment is operating within allowable tolerances. Adjustments may be made under this code if the purpose of the adjustment is to peak or optimize performance. When adjustments are made, the MAL code should reflect the reason for the adjustment, for example, A-127, A-281, A-282. If the purpose of the adjustment is to bring the equipment within allowable tolerances, AT Code C should be used, for example, C-127, C-281, C-282. Additionally, this code will be used on all MAF work requests for documenting local manufacture/fabrication.

B. Repair or replacement of items, such as attaching units, seals, gaskets, packing, tubing, hose, and fittings, that are not integral parts of work unit coded items or components.

These parts are not identified by WUCs and are normally a connecting or attaching link between two or more components that do have WUCs assigned. Therefore, when items of this nature are repaired or replaced, this AT Code is used. In case of doubt regarding which component to identify, the WUC of the component serviced will be used.

C. Repair

This code is entered when a repairable item of material which is identified by WUC is repaired. Repair includes cleaning, disassembly, inspection, reassembly, lubrication, and replacement of integral parts; adjustments are included in this definition if the purpose of the adjustment is to bring the equipment within allowable tolerances (see AT Code A). This code also applies to the correction of a discrepancy on a weapon/support system (when appropriate).

D. Work Stoppage, Post and Predeployment, and Inter-Intermediate Maintenance Activity (IMA) Support

This code is entered to closeout MAF Copy 1 when component repair is to be performed at another facility (see Note).

F. Failure of Items Undergoing Check and Test

(Work Request and I-level Assisting Work Center MAFs only.)

J. Calibrated - No Adjustment Required

This code is used when an item is calibrated and found serviceable without need for adjustment. If the item requires adjustment to meet calibration standards, use code K. This code applies to PME only.

K. Calibrated - Adjustment Required

This code is used when an item must be adjusted to meet calibration standards. If the item needs repair in addition to calibration and adjustment, use another code indicating the proper maintenance action. This code applies to PME only.

L. Work Stoppage - Awaiting Parts

This code is entered when a maintenance action must be stopped or delayed while awaiting parts which are not available locally, and a component goes into an awaiting parts status. Use of this code is restricted to the I-level. No entries will be made in the (H-Z) Failed/Required Material block of the close out MAF.

N. Work In Progress - Close out

This code is entered by an organizational activity when it becomes necessary to close out a maintenance action during or at the end of a reporting period for any reason, including SCIR change, WO close out. This code will be entered by an IMA to close out for any reason except awaiting parts (see AT Code L).

P. Removed

This code is entered when an item of material is removed and only the removal is to be accounted for. In this instance delayed or additional actions are accounted for separately (see also codes R, S, and T).

Q. Installed

This code is entered when an item is installed and only the installation action is to be accounted for.

R. Remove and Replace

This code is entered when an item of material is removed due to a suspected malfunction and the same or a like item is reinstalled (see Note).

S. Remove and Reinstall

This code is entered when an item of material is removed to facilitate other maintenance and the same item is reinstalled. AT Code S is limited to MAL Codes 800, 804, and 811.

T. Removed and Replaced for Cannibalization

This code is used when an item of material is removed and replaced as a cannibalization action.

Y. Troubleshooting

This code is used when the time expended in locating a discrepancy is great enough to warrant separating troubleshooting time from repair time. Use of this code necessitates completion of two separate documents, one for the troubleshooting phase and one for the repair phase. When recording the troubleshooting time separately from the repair time, the total time taken to isolate the primary cause of the discrepancy is recorded on a separate MAF, using the system, subsystem, or assembly WUC (as appropriate).

Z. Corrosion Treatment

Includes cleaning, treatment, priming, and painting of corroded items that require no other repair. This code is always used when actually treating corroded items, either on equipment or in the shop.

0.

The numeric 0 will be used in the Action Taken block on all source documents recording look phase man-hours for acceptance, transfer, special, conditional, major aircraft and combined airframe and engine special inspections; and corrosion, preservation, and depreservation including the close out of man-hours on the look phase of those inspections at the end of the reporting period.

NOTE: AT Code D is used only when the TRANS Code in block A32 of the MAF is 31 or 32. AT Code R may be used when the TRANS Code in block A32 of the MAF is 11, 12, 18, 19, 23, or 25. The use of AT Code R may be used in block A35 if one of the following conditions is met: (1) if item removed is identified by a WUC; (2) for TRANS Code 11 an assisting work center, when the primary work center used AT Code R. For the assisting work center the item processed (block 39) must be "0"; (3) for TRANS Code 18 or 19 only when the work unit coded items are time sensitive or require entries in logbooks/AESR, such as spark plugs and CADs; (4) for TRANS Codes (block A32) 23 or 25. AT Codes P, 0, and S are also used for engine identification in the (H-Z) Failed/Required Material section of the MAF.

AT Codes 1 through 9 are restricted to those repairable items of material which have been administratively or technically screened and found to be nonrepairable at an IMA (by designated I-level personnel authorized to make these determinations). In keeping with the philosophy of repair at the lowest practicable level, the IMA is authorized to perform any and all functions for which it has or can be granted authority and the capability to perform and meet performance specifications. If more than one BCM code applies, the code reflecting the most serious logistic support deficiency will be used.

BCM 1 - Repair Not Authorized

This code is entered only when the activity is specifically not authorized to repair the item in applicable directives, for example, required maintenance function not assigned by SM&R code, MIM, maintenance plan, other technical decision, peculiar item from an aircraft not supported by an activity, and SM&R coded XXXXD.

BCM 2 - Lack of Equipment, Tools, or Facilities

This code is entered when the repair is authorized but cannot be performed because of a lack of equipment, tools, or facilities, for example, required equipment is on IMRL but authorized quantity is zero, receipt of authorized IMRL equipment not expected within 30 days (zero quantity on hand), return of required equipment from repair or calibration not expected within 30 days, non-IMRL tools and equipment not on hand, lack of permanently installed facilities, specifically directed by the ACC/TYCOM.

BCM 3 - Lack of Technical Skills

This code is entered when repair is authorized but cannot be performed because of a lack of technical skills, for example, permanent billet will be vacant for more than 30 days; TAD billet will be vacant for more than 30 days; billet incumbent absent, for example, TAD or leave; formal technical training is nonexistent; formal technical training exists but cannot be used due to lack of quota or funds; rating, NEC, or MOS required is not reflected on manpower authorization; rating, NEC, or MOS is on board but billet not assigned to IMA.

BCM 4 - Lack of Parts

This code is entered when repair is authorized but cannot be performed because required parts will not be available within guidelines established by applicable directives.

BCM 5 - Fails Check and Test

This code is entered when the activity's authorized level of maintenance is limited to check and test only and repair is required.

BCM 6 - Lack of Technical Data

This code is entered when repair is authorized but cannot be performed because of a lack of technical data, for example, maintenance manuals or test program sets exist but cannot be obtained within 30 days,

maintenance manuals or test program sets do not exist or cannot be identified within 30 days, applicable manuals or test program sets are available but do not provide adequate technical information.

BCM 7 - Beyond Authorized Repair Depth

This code is entered when some level of repair beyond check and test is authorized but the maintenance function required to return the item to a RFI condition is not assigned by SM&R code, MIMs, maintenance plan, or other technical decision.

BCM 8 - Administrative

This code is entered when repair is authorized and feasible but not attempted due to an EI exhibit, SRC data unknown and cannot be determined, item under warranty, excessive backlog, budgetary limitations, materials in excess of requirements, or specifically directed by the ACC/TYCOM.

NOTE: The determination to use BCM 8 for excessive backlog will be made jointly by the maintenance and supply officers. BCM 8 for materials in excess of requirements and budgetary limitations require ACC/TYCOM approval.

BCM 9 - Condemned

This code is entered when a repairable item is so severely worn or damaged that repair is not feasible, as determined by local maintenance personnel, or specifically directed by ACC/TYCOM. The item is locally condemned and returned to the Supply Department for survey, retrograde, or scrap (as appropriate) per applicable directives.

AWAITING MAINTENANCE (AWM) REASON CODES

M1. Awaiting or Undergoing Depot Repair at the Reporting Custodian Site

This code will be documented when no further maintenance can be performed due to D-level repair at the reporting custodian site.

M2. Support Equipment, Hangar, Hangar Deck Spaces, or Facilities

Lack of adequate SE, maintenance area, or utility services, such as electricity or air pressure.

M3. Backlog

Workload in excess of work center capability.

M4. Off-shift Hours

Maintenance requirement exists beyond normal working hours. This applies only to activities which do not normally schedule work assignments during the reported period, such as 0001 to 0800, or during weekend or holiday periods in which personnel are not normally working.

M5. Other

Performance of maintenance precluded by weather, operational conditions, general drill, training, ceremonies, open house, shipboard/shore station imposed restrictions, etc.

M6. Awaiting Aircraft Intermediate Maintenance Department Maintenance

Awaiting the return of an engine or component from the AIMD during an NMCM period. This code would be annotated when no further work could be accomplished without the engine or component in process in AIMD. Subsystem capability impact report will reflect the control JCN for the airframe and the WUC of the delinquent item.

M7. Flight Operations/Operational Utilization

Weapon systems or equipment unavailable for maintenance due to flight operations or equivalent.

M8. Awaiting Other Shops or Maintenance Actions

This code will be documented when no further maintenance can be performed due to other shops or maintenance actions, for example, Work Center 120 unable to complete functional check on flight controls due to Work Center 110 having engine removed. This code should not be confused with Reason Code 3 (backlog).

M9. Awaiting Maintenance Funding

This code will be used when the item cannot be repaired due to a lack of support funding for required repair parts or for BCM action. This code may also be used for non-Supply Officer, TYCOM controlled assets such as SE, test benches, and engines determined to be in excess of demand or uneconomical to repair. Non-RFI assets held in M9 status will be tracked in BMT as "Non DIFM" workload and will not be available to the maintenance activity for use in further trouble shooting or cannibalization.

CT. Awaiting Maintenance Cure Time

This code will be used when a maintenance task requires time for curing of an adhesive, sealant, or paint before the maintenance can continue or be completed.

Job Status Codes; Naval Aviation Logistics Command Management Information System (NALCOMIS)

A1.	Pre-Induction Screening.	M6.	AWM Awaiting AIMD.
CC.	MAF Canceled.	M7.	AWM Flight/Operational.
CM.	Contractor Maintenance.	M8.	AWM Awaiting Other Shops.
CP.	Contractor Parts.	M9.	AWM Funding
DD.	Analyst Delete.	CT.	AWM Cure Time (Adhesives, Sealant, Paint)
IW.	In Work.	WB.	In Transit from AWP Locker.
JC.	Job Complete.	WD.	Awaiting Disposition.
M1.	AWM In Depot.	WP.	AWP In Shop.
M2.	AWM SE/Hangar.	WQ.	AWP In AWP Locker.
M3.	AWM Backlog.	WS.	AWP Work Stoppage.
M4.	AWM Off Shift.	WT.	In Transit to AWP Locker.
M5.	AWM Other.		

GENERAL WORK UNIT CODES (WUCS)

The following WUCs are used on the MAF when documenting general maintenance actions:

- 030 - Maintenance Inspections. Used for acceptance, transfer, and conditional inspections.
- 040 - Corrosion Prevention. Used when documenting unscheduled corrosion prevention, including unscheduled aircraft washing.
- 049 - Preservation and Depreservation. Used when end items are preserved for temporary or long term storage or shipment, and for depreservation. Refer to Chapter 15 for specific documentation procedures.

The following WUCs are used on the MAF Work Request or the Intra-Activity Support MAF:

These codes should be used only when a specific WUC does not apply.

- 050 - General Functions. Includes aeronautical related functions, such as painting, stenciling, lettering, and installing decals; fabric and metal tests; calibration of mechanical devices; reclamation and salvage; local manufacture and fabrication; and oil analysis. Use code 050 only if none of the following codes apply.
- 051 - Wheel and Tire Buildup and Teardown.
- 052 - Check, Test, and Service. Includes items other than those listed in code 050 or those power plant and life support items listed under codes 060 and 080, respectively.
- 060 - Propulsion System Support. Includes tasks such as the handling of engines, propellers and rotor heads. Use the appropriate specific code from the following list; if none of these apply, use code 060.
- 061 - Quick Engine Change Assembly and Quick Engine Change Kit Buildup and Teardown.
- 062 - Propeller and Rotor Head Buildup and Teardown.
- 063 - Engine Test Stand Operation.

NOTE: 06 Series WUCs may not be used on the Intra-Activity Support MAF.

- 080 - Inspection of Aviators Equipment, Safety and Survival Equipment. For work in this general category use the appropriate specific code from the following list; if none of these apply, use code 080.
- 081 - Check, Test, Service, and Repack of Parachutes. Includes personnel, cargo, and drag parachutes.
- 082 - Check, Test, and Service of Flotation Equipment. Includes life rafts and life vests.
- 083 - Check, Test, and Service of Personal Equipment. Includes torso harnesses, pressure suits, general flight clothing, and helmets.
- 084 - Check, Test, and Service of Oxygen Equipment. Includes oxygen masks, oxygen regulators, and liquid oxygen converters.
- 090 - Nonaeronautical Work. Nonaeronautical work is defined as work that cannot be properly charged to aircraft, power plants, SE, missiles, trainers or other aeronautical equipment within the scope of TECs "A" through "Y". It includes manufacture, repair, assembly, disassembly, painting, or other productive labor that contributes to the overall state of readiness of the reporting unit. Used only with TEC "Z" series.
- 091 - Surface PMS. Used with TEC "Z" series to document man-hours consumed in performing scheduled and unscheduled surface PMS functions.
- 8XX Weapons Handling Intra-Activity Support Work Order codes (8 series) are used when documenting Aviation Weapons Operational demands in support of AIRWINGs/MAWs or squadrons.

INVENTORY CODES

The alphanumeric, one position inventory codes listed below are to be entered in block F21 of the MAF. Inventory codes denote the status of the aircraft or equipment at the time of inventory, for example, GAIN, LOSS, or change in MCRS. Inventory codes are as follows:

0 - INVENTORY ONLY

Equipment that is inventoried but for which no mission capability data is collected. These items will only be gained or lost and will require no change in MCRS reporting. This code is used for SE, training devices, and missile target inventory reporting and is not applicable to aircraft.

A - FULLY OPERATIONAL

Aircraft or equipment in the inventory system that are in a fully operational status. For aircraft, those in OPNAV XRAY status A series.

1 - STANDARD DEPOT LEVEL MAINTENANCE (SDLM)

Aircraft or equipment that are enroute to, awaiting, or undergoing SDLM.

2 - SPECIAL REWORK AT THE DEPOT FACILITY

Aircraft or equipment that are enroute to, awaiting, or undergoing special rework (modification, modernization, conversion, or repair) in the physical custody of the depot repair activity.

3 - SPECIAL REWORK AT THE REPORTING CUSTODIAN SITE

Aircraft undergoing depot special rework consisting of modernization, modification, conversions, or incorporating D-level TDs while in the physical custody of the reporting custodian.

4 - OTHER

(Decision to Strike, Remove from Service, Bailment, Loan, etc.). Aircraft or equipment that are affected by reasons other than standard or special rework.

NOTE: Inventory Codes 5 through 8 are for future use.

9 - INVENTORY LOSS

(REPORTING ACTIVITIES ARE NOT AUTHORIZED TO USE THIS CODE). This code is computer generated for the SCIR-3 Report and 79 Records to indicate inventory loss as reported by the TRANS Code 03 for equipment no longer in reporting custody as of the last day of the month.

MALFUNCTION (MAL) CODES

Fiber Optics Components

The following MAL codes are prescribed for fiber optic component defects only.

F01	Fiber Optic connector loose
F02	Fiber Optic terminus dirty
F03	Fiber Optic terminus uncleanable
F04	Fiber Optic terminus end face scratched, shattered, or cracked
F05	Fiber Optic cable broken
F06	Fiber Optic cable improper installation

NOTE: Legacy NALCOMIS OMA will not be updated to reflect these codes.

Wiring and Wiring Components

The following MAL codes are prescribed for use in the MDS for wiring and wiring component defects only. The codes are divided into two groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

Inspection (Potential) Failure Group

Use these codes when a need for maintenance exists to prevent an actual wiring or wiring component failure.

Harness/Wire Chafing

W00	Chafing against combustible/bleed airlines
W01	Chafing against structure/components/non-combustible line
W02	Chafing against control cables/flight control components
W03	Chafing against other wire/wire bundle assembly
W04	Chafing against chafe protection material/components
W05	Chafed/frayed grounding/bonding strap

Circuit Breakers/Relays

W06	Loose circuit breaker (not properly secured)
W07	Improper terminals
W08	Loose terminals
W09	Loose relay terminal
W10	Missing/damaged relay cover
W11	Loose relay (not properly secured)
W12	Corroded relay/hardware

Connectors

W13	Corroded connector/backshell (external)
W14	Loose/improper/missing/damaged hardware
W15	Improper/damaged/missing potting, seal plugs, or sealant
W16	Missing/damaged rubber boot
W17	Improper/damaged/loose connector (including keyway)

Dielectric (Insulation)

W18	Cracked/brittle/deteriorated insulation
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- W19 Fluid soaked insulation
- W20 Nicked insulation
- W21 Torn insulation
- W22 Peeling/flaking topcoat insulation
- W23 Evidence of carbon tracking/arcing

Installation/Security

- W24 Improper wire routing (for example, under flammable fluid carrying line(s))
- W25 Incorrect bend radius
- W26 Improper wire bundle slack
- W27 Damaged/missing/improper potting at feed through
- W28 Improper /damaged/missing chafe prevention material - includes grommets, strips, tubing, insulation sheeting, and insulation tape
- W29 Loose/missing/broken standoff
- W30 Insufficient clearance
- W31 Improperly installed wire bundle assembly cushion clamp, includes rubber slipped, wires against metal, wires clamped to metal, missing clamp, or clamp cushioning material
- W32 Loose/improper or damaged clamp
- W33 Missing/broken/improper ties
- W34 Loose/missing/broken safety wire
- W35 Oversized/undersized clamps
- W36 Fluid soaked/deteriorated clamps

Terminal Boards/Modules/Points

- W37 Terminal boards - improper/damaged/loose terminals (studs)
- W38 Terminal modules - missing sealing plugs
- W39 Damaged/missing terminal boards, modules, separators, or covers
- W40 Loose terminal boards, modules, or points
- W41 Loose solder joints and crimps
- W42 Overstripping/understripping
- W43 Improper/missing endcaps
- W44 Improper/damaged/loose terminals (does not include relays or circuit breakers)
- W45 Corroded terminals, posts, etc.

Functional Failure Group

Use these codes when a need for maintenance exists because of an actual wiring or wiring component failure.

- W46 Arced/burned/shorted wiring - due to chafing against structure, equipment or fluid/pneumatic lines (including overheat detection elements)
- W47 Arced/burned/shorted wiring - due to unknown or other causes (including overheat detection elements)
- W48 Broken/open wiring (including overheat detection elements)
- W49 Broken splice
- W50 Broken terminal lugs/studs
- W51 Broken grounding/bonding strap
- W52 Connectors - missing, recessed, bent or broken pins/contacts
- W53 Connectors - fluid contaminated
- W54 Connectors - corroded (internal)
- W55 Burned/overheated terminal lugs/studs
- W56 Damaged relay/circuit breaker terminals
- W57 Damaged/defective relays
- W58 Damaged/defective circuit breakers
- W59 Damaged wiring (chafed through/gouged/pinched/nicked/torn) with center conductor exposed/bare
- W60 Terminal modules - bent or recessed pin(s)
- W61 Fluid soaked insulation with center conductor exposed
- W62 Defective fuse(s), switches, diodes, light bulbs, and other consumables

Alphabetical List

The following MAL codes are prescribed for use in the MDS. The codes are divided into three logical groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

NOTE: MAL codes provided by NALCOMIS may not exactly match definitions from this appendix due to data field limitations.

Conditional (No Fault) Group

(Use these codes when a nondefective item is removed, or when the defect or malfunction is not the fault of the item in question.)

578	ACOUSTICAL COIN - TAP TEST
000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture
731	BATTLE DAMAGE
817	CANNIBALIZATION - consumable part not carried or not in stock (NIS)
813	CANNIBALIZATION - directed by higher authority (above squadron level inter-activity transfer of equipment or item). NOTE: Use MAL Code 801 for mission essential equipment regarding aircraft deconfiguration/reconfiguration only.
818	CANNIBALIZATION - lack of available deck space/SE/test equipment for troubleshooting (unit left installed in second aircraft)
814	CANNIBALIZATION - operation launch/turnaround requirements (part not readily available within required time constraints)
812	CANNIBALIZATION - removed for fault isolation/troubleshooting (unit left installed in second aircraft)
815	CANNIBALIZATION - repairable part carried but not on hand in local supply system
816	CANNIBALIZATION - repairable part not carried in local supply system
437	DAMAGED DUE TO OPERATOR ERROR - improper selection, positioning, release, shutdown, activation, or like activities.
174	DELIVERED AIRCRAFT QUALITY - manufacturing related quality issues
572	EDDY CURRENT INSPECTION
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment or item
574	FIBER-OPTIC BORESCOPE INSPECTION
301	FOD - use 374 for internal failure
302	FOREIGN OBJECT - safety wire, fasteners, tools, or other objects discovered in aeronautical equipment which could lead to foreign object damage (FOD) if not removed
577	GASEOUS LEAK TEST
311	HARD LANDING
573	HARMONIC BOND INSPECTION
246	IMPROPER /FAULTY MAINTENANCE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
158	LAUNCH DAMAGE
576	LIQUID PENETRANT INSPECTION
105	LOOSE, MISSING OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, and like items
571	MAGNETIC PARTICLE INSPECTION
030	MISHAP DAMAGE
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
140	MISSING SRC CARD, ASR, MSR, OR AESR
800	NO DEFECT - component removed/reinstalled to facilitate other maintenance
801	NO DEFECT - installation or removal of nonexpendable equipment to reconfigure the aircraft or SE to

perform a specific mission - AIRCRAFT MISSION OR SE RECONFIGURATION
807 NO DEFECT - component removal/reinstallation directed by higher authority
806 NO DEFECT - removed as part of a matched set - NOT FOR USE AT THE O-LEVEL
805 NO DEFECT - removed for pool stock
804 NO DEFECT - removed/installed due to scheduled maintenance, modification, or high time
811 NO DEFECT - removed for troubleshooting and reinstalled on original equipment
440 OVERAGE, OBSOLETE OR SURPLUS
579 OTHER NDI METHODS
570 RADIOGRAPHIC INSPECTION
787 TIRE REMOVAL - normal wear
877 TRANSPORTATION DAMAGE
575 ULTRASONIC INSPECTION
110 UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND

Reason for Removal Group

(This group of codes generally describe trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.)

956 ABNORMAL FUNCTION - of computer mechanical equipment
314 ACCELERATION/DECELERATION IMPROPER
693 AUDIO/VIDEO FAULTY
652 AUTOMATIC ALIGN TIME EXCESSIVE
780 BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
135 BINDING, STUCK, JAMMED
070 BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT (See note.)
900 BURNED OR OVERHEATED (See note.)
150 CHATTERING
185 CONTAMINATION - metallic
306 CONTAMINATION - nonmetallic
307 CONTAMINATION - Chemical or Biological
308 CONTAMINATION - Radiological
170 CORRODED (See note.)
190 CRACKED, CRAZED (See note.)
782 DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC.
846 DELAMINATED
117 DETERIORATED/ERODED (See note.)
932 DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY (See note.)
320 ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP
922 ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED
959 FAILS TO TRANSFER TO REDUNDANT EQUIPMENT
051 FAILS TO TUNE/DRIFTS
069 FLAME OUT
037 FLUCTUATES, OSCILLATES - frequency/RPM unstable, intermittent, weak/no stabilization
327 FLUCTUATING ENGINE OIL PRESSURE INDICATION
696 FLUID LOW
188 GLAZED
653 GROUND SPEED ERROR EXCESSIVE
329 HIGH ENGINE OIL PRESSURE INDICATION
281 HIGH OUTPUT
916 IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (JOAP)
381 LEAKING - internal or external
383 LOCK - ON MALFUNCTION
989 LOW COOLANT FLOW

328 LOW ENGINE OIL PRESSURE INDICATION
282 LOW OUTPUT
537 LOW POWER OR THRUST - mechanical
425 NICKED OR CHIPPED (See note.)
682 NO AZIMUTH OR DRIFT
326 NO ENGINE OIL PRESSURE INDICATION
325 NON-RECOVERABLE IN-FLIGHT SHUTDOWN - Engine
958 NO OR INCORRECT DISPLAY/SCOPE PRESENTATION
255 NO OUTPUT
823 NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE
AFTERBURNER LIGHT
257 OFF COLOR
398 OIL CONSUMPTION EXCESSIVE
464 OVERSPEED/RUNAWAY OPERATION
429 PEELED OR BLISTERED (See note.)
520 PITTED
010 POOR OR NO FOCUS
525 PRESSURE/VACUUM/COMPRESSION INCORRECT
935 SCORED, SCRATCHED, GOUGED, BURRED (See note.)
585 SHEARED
681 SHUTTER HUNG/NO TRIP
503 SUDDEN STOP
649 SWEEP MALFUNCTION
334 TEMPERATURE INCORRECT
781 TIRE LEAKAGE EXCESSIVE OR BLOWOUT
599 TRAVEL OR EXTENSION INCORRECT
561 UNABLE TO ADJUST TO LIMITS
465 UNDERSPEED
690 VIBRATION EXCESSIVE
622 WET (See note.)
020 WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring (See note.)

NOTE: Use codes W00 through W62 for wiring and wiring components.

Reasons for Failure Group

(This group of codes generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.)

127 ADJUSTMENT OR ALIGNMENT IMPROPER
651 AIR IN SYSTEM
007 ARCING, ARCED (See note.)
710 BEARING FAULTY
720 BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE
969 CANNOT RESONATE - input cavity, magnetron
180 CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination
028 CONDUCTANCE INCORRECT
029 CURRENT INCORRECT
192 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO CONNECTOR, CONNECTOR
CORROSION, BENT PINS
194 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO HIGH INDICATION
195 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO LOW INDICATION
193 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO OIL CONTAMINATION
196 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO TRANSMITTER SHORT
191 ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO VIBRATION(S)
292 FAILS - acceptance check
295 FAILS - check/test

290 FAILS - diagnostic/automatic tests
698 FAULTY - card/micrologic device
177 FUEL FLOW INCORRECT
088 GAIN OR STANDING WAVE RATIO INCORRECT
350 INSULATION BREAKDOWN (See note.)
374 INTERNAL FAILURE - use 301 for FOD
481 KEY WAY OR SPLINE DAMAGED/WORN (See note.)
410 LACK OF/IMPROPER LUBRICATION
697 MAGNETIC TAPE BROKEN/FAULTY
064 MODULATION INCORRECT
799 NO DEFECT - malfunction could not be duplicated, item checks good
008 NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN
FILAMENT/TUBE CIRCUIT
450 OPEN (See note.)
458 OUT OF BALANCE
991 OUT OF FREQUENCY - does not track tuning curve, poor spectrum
416 OUT OF ROUND
766 OUT OF SPECIFICATION/CHANGE OF VALUE
962 POWER OUTPUT DIP/LOW - electronic
703 PROGRAM FAILURE
567 RESISTANCE/IMPEDANCE HIGH
568 RESISTANCE/IMPEDANCE LOW
128 RIGGING/INDEXING INCORRECT
615 SHORTED - including internal (See note.)
679 SIGNAL DISTORTION - input/output pulse, data link errors, etc.
420 SPAR SPLINTERING
279 SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
695 SYNC ABSENT OR FAULTY
167 TORQUE INCORRECT
169 VOLTAGE INCORRECT
447 WRONG LOGIC - program or computer

NOTE: Use codes W00 through W62 for wiring and wiring components.

Numerical List

The following MAL description codes are prescribed for use in the MDS. The codes are divided into three logical groups to aid in finding the most applicable code. The MAL code takes on added significance when used in conjunction with items under warranty since it may be used to determine a breach of warranty by the government. Therefore, it is imperative that the code most applicable to the malfunction be selected from the following groups.

NOTE: MAL codes provided by NALCOMIS may not exactly match definitions from this appendix due to data field limitations.

Conditional (No Fault) Group

(Use these codes when a nondefective item is removed, or when the defect/malfunction is not the fault of the item in question.)

000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture
030	MISHAP DAMAGE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
105	LOOSE, MISSING, OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, and like items. (See note.)
110	UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND
140	MISSING SRC CARD, ASR, MSR, OR AESR
158	LAUNCH DAMAGE
174	DELIVERED AIRCRAFT QUALITY – manufacturing related quality issue
246	IMPROPER/FAULTY MAINTENANCE (See note.)
301	FOD - use 374 for internal failure
302	FOREIGN OBJECT - safety wire, fasteners, tools, or other objects discovered in aeronautical equipment which could lead to FOD if not removed
311	HARD LANDING
437	DAMAGED DUE TO OPERATOR ERROR - improper selection, positioning, release, shutdown, activation, or like activities
440	OVERAGE, OBSOLETE OR SURPLUS
570	RADIOGRAPHIC INSPECTION
571	MAGNETIC PARTICLE INSPECTION
572	EDDY CURRENT INSPECTION
573	HARMONIC BOND INSPECTION
574	FIBER-OPTIC BORESCOPE INSPECTION
575	ULTRASONIC INSPECTION
576	LIQUID PENETRANT INSPECTION
577	GASEOUS LEAK TEST
578	ACOUSTICAL COIN-TAP TEST
579	OTHER NDI METHODS
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment/item
731	BATTLE DAMAGE
787	TIRE REMOVAL - normal wear
800	NO DEFECT - component removed and reinstalled to facilitate other maintenance
801	NO DEFECT - installation or removal of nonexpendable equipment to reconfigure the aircraft or SE to perform a specific mission - AIRCRAFT MISSION OR SE RECONFIGURATION
804	NO DEFECT - removed and installed due to scheduled maintenance, modification, or high time
805	NO DEFECT - removed for pool stock

- 806 NO DEFECT - removed as part of a matched set - NOT FOR USE AT THE O-LEVEL
- 807 NO DEFECT - component removal and reinstallation directed by higher authority
- 811 NO DEFECT - removed for troubleshooting and reinstalled on original equipment
- 812 CANNIBALIZATION - removed for fault isolation or troubleshooting (unit left installed in second aircraft)
- 813 CANNIBALIZATION - directed by higher authority (above squadron level inter-activity transfer of equipment or item). NOTE: Use MAL Code 801 for mission essential equipment regarding aircraft deconfiguration/reconfiguration only.
- 814 CANNIBALIZATION - Operation launch/turnaround requirements (part not readily available within required time constraints)
- 815 CANNIBALIZATION - repairable part carried but not on hand in local supply system
- 816 CANNIBALIZATION - repairable part not carried in local supply system
- 817 CANNIBALIZATION - consumable part not carried or NIS
- 818 CANNIBALIZATION - lack of available deck space/SE/test equipment for troubleshooting (unit left installed in second aircraft.)
- 877 TRANSPORTATION DAMAGE

NOTE: Use codes W00 through W62 for wiring and wiring components.

Reason for Removal Group

(This group of codes generally describes trouble symptoms or apparent defects prompting removal of malfunctioning items for repair.)

- 010 POOR OR NO FOCUS
- 020 WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring
- 037 FLUCTUATES, OSCILLATES - frequency or RPM unstable, intermittent, weak, or no stabilization
- 051 FAILS TO TUNE/DRIFTS
- 069 FLAME OUT
- 070 BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT (See note.)
- 117 DETERIORATED/ERODED (See note.)
- 135 BINDING, STUCK, JAMMED
- 150 CHATTERING
- 170 CORRODED (See note.)
- 185 CONTAMINATION - metallic
- 188 GLAZED
- 190 CRACKED, CRAZED (See note.)
- 255 NO OUTPUT
- 257 OFF COLOR
- 281 HIGH OUTPUT
- 282 LOW OUTPUT
- 306 CONTAMINATION - nonmetallic
- 307 CONTAMINATION - Chemical or Biological
- 308 CONTAMINATION - Radiological
- 314 ACCELERATION/DECELERATION IMPROPER
- 320 ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP
- 325 NON-RECOVERABLE IN-FLIGHT SHUTDOWN - Engine
- 326 NO ENGINE OIL PRESSURE INDICATION
- 327 FLUCTUATING ENGINE OIL PRESSURE INDICATION
- 328 LOW ENGINE OIL PRESSURE INDICATION
- 329 HIGH ENGINE OIL PRESSURE INDICATION
- 334 TEMPERATURE INCORRECT
- 381 LEAKING - internal or external
- 383 LOCK-ON MALFUNCTION
- 398 OIL CONSUMPTION EXCESSIVE
- 425 NICKED OR CHIPPED (See note.)
- 429 PEELED OR BLISTERED (See note.)

464 OVERSPEED/RUNAWAY OPERATION
465 UNDERSPEED
503 SUDDEN STOP
520 PITTED
525 PRESSURE/VACUUM/COMPRESSION INCORRECT
537 LOW POWER OR THRUST - mechanical
561 UNABLE TO ADJUST TO LIMITS
585 SHEARED
599 TRAVEL OR EXTENSION INCORRECT
622 WET (See note.)
649 SWEEP MALFUNCTION
652 AUTOMATIC ALIGN TIME EXCESSIVE
653 GROUND SPEED ERROR EXCESSIVE
681 SHUTTER HUNG/NO TRIP
682 NO AZIMUTH OR DRIFT
690 VIBRATION EXCESSIVE
693 AUDIO/VIDEO FAULTY
696 FLUID LOW
780 BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
781 TIRE LEAKAGE EXCESSIVE OR BLOWOUT
782 DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC.
823 NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE
 AFTERBURNER LIGHT
846 DELAMINATED
900 BURNED OR OVERHEATED (See note.)
916 IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (JOAP)
922 ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED
932 DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY (See note.)
935 SCORED, SCRATCHED, GOUGED, BURRED (See note.)
956 ABNORMAL FUNCTION - of computer mechanical equipment
958 NO OR INCORRECT DISPLAY/SCOPE PRESENTATION
959 FAILS TO TRANSFER TO REDUNDANT EQUIPMENT
989 LOW COOLANT FLOW

NOTE: Use codes W00 through W62 for wiring and wiring components.

Reasons for Failure Group

(This group of codes generally describe underlying defects or basic failure reasons determined during repair of items exhibiting trouble symptoms.)

007	ARCING, ARCED (See note.)
008	NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN FILAMENT/TUBE CIRCUIT
028	CONDUCTANCE INCORRECT
029	CURRENT INCORRECT
064	MODULATION INCORRECT
088	GAIN OR STANDING WAVE RATIO INCORRECT
127	ADJUSTMENT OR ALIGNMENT IMPROPER
128	RIGGING/INDEXING INCORRECT
167	TORQUE INCORRECT
169	VOLTAGE INCORRECT
177	FUEL FLOW INCORRECT
180	CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination
191	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO VIBRATION(S)
192	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO CONNECTOR, CONNECTOR CORROSION, BENT PINS
193	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO OIL CONTAMINATION
194	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO HIGH INDICATION
195	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO LOW INDICATION
196	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO TRANSMITTER SHORT
279	SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
290	FAILS – diagnostic/automatic tests
292	FAILS – acceptance check
295	FAILS – check/test
350	INSULATION BREAKDOWN
374	INTERNAL FAILURE – use 301 for FOD
410	LACK OF/IMPROPER LUBRICATION
416	OUT OF ROUND
420	SPAR SPLINTERING
447	WRONG LOGIC - program or computer
450	OPEN (See note.)
458	OUT OF BALANCE
481	KEY WAY OR SPLINE DAMAGED/WORN (See note.)
567	RESISTANCE/IMPEDANCE HIGH
568	RESISTANCE/IMPEDANCE LOW
615	SHORTED - including internal (See note.)
651	AIR IN SYSTEM
679	SIGNAL DISTORTION - input/output pulse, data link errors, etc.
695	SYNC ABSENT OR FAULTY
697	MAGNETIC TAPE BROKEN/FAULTY
698	FAULTY - card/micrologic device
703	PROGRAM FAILURE
710	BEARING FAULTY
720	BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE
766	OUT OF SPECIFICATION/CHANGE OF VALUE
799	NO DEFECT - malfunction could not be duplicated, item checks good
962	POWER OUTPUT DIP/LOW - electronic
969	CANNOT RESONATE - input cavity, magnetron
991	OUT OF FREQUENCY - does not track tuning curve, poor spectrum

NOTE: Use codes W00 through W62 for wiring and wiring components

ORGANIZATION (ORG) CODE STRUCTURING

Purpose

This section describes the general format and structuring of the ORG codes used in the MDS. Detailed listings of assigned codes are available in the NALDA Organization Code Translator (<http://www.navair.navy.mil/logistics/orgtranslator>). Activities requiring information concerning specific codes assigned should contact COMNAVAIRFOR (N422B) via e-mail at cnaf.av3m@navy.mil or their cognizant COMFAIR, wing, group, type command, or equivalent headquarters.

Description

ORG codes are three-character codes that identify the reporting and processing activities associated with maintenance and operational data. The first character of the ORG code is structured to facilitate the grouping and summarization of data by major commands. The second and third characters are assigned to identify specific units within the major command. To maintain the stability of historical data, the following guidelines will be followed in the assignment of codes:

- a. ORG codes will not ordinarily be changed as a result of the internal reorganization or relocation of units within a major command.
- b. ORG codes should not be changed when an activity has a name change.
- c. The use of an ORG code is considered unique to an activity and is not reassigned if that activity is disestablished or permanently reassigned to another major command. An ORG code will be reassigned only when organizations are reestablished or returning to the major command from which previously assigned. Codes are managed within the AIRRS. Organizational relationships to CVW Group/Wing/SSCA are also dynamically maintained within this system, including begin and end dates for these relationships. Ongoing minor changes in organizational relationships as well as entity name changes should be brought to the attention of COMNAVAIRFOR (N422B) via e-mail at cnaf.av3m@navy.mil so that the accuracy of relationships can be maintained expeditiously. Activities with responsibility as aircraft reporting custodians are also assigned a PUC controlled by COMNAVAIRFOR (N422B).

Code Structuring

The first character of an organization code indicates a major command as follows:

- A - Atlantic Fleet Squadrons and Shore Stations
- B - Atlantic Fleet Squadrons with Detachments
- C - Atlantic Fleet Ships
- D - Pacific Fleet Ships
- F - Atlantic Fleet Marine Force Activities
- G - Pacific Fleet Marine Force Activities
- J - Naval Air Maintenance Training Group
- K - Naval Air Reserve Squadrons
- M - Marine Activities Not Assigned to a Fleet Marine Force
- P - Pacific Fleet Squadrons and Shore Stations
- Q - Pacific Fleet Squadrons with Detachments
- R - Naval Air Reserve Training Activities
- S - Marine Air Reserve Training Activities
- T - Naval Air Training Activities
- W - Naval Air Systems Command Activities
- Z - Miscellaneous Activities

Locally Assigned Codes

When it is necessary to identify an activity not listed in the Org Translator, a locally assigned code beginning with O may be used, with the activity identified in the second and third positions of the code, for example, OOA, OTS, and O23. These codes will be used only to identify those activities which are not directly responsible for reporting under the aviation 3M MDS, but which must be identified in the documentation of a reporting activity, for example, in the JCN block of MDR source documents for work performed by an IMA in support of a nonreporting activity. ORG codes beginning in O are not to be used in the action ORG block nor can these codes be used for requisitioning material.

Squadrons with Detachments

Squadrons that normally operate detachments are assigned codes in the B series (Atlantic Fleet) and Q series (Pacific Fleet). A zero in the third position of the code, for example, BEO, will designate the parent activity. Detachments of these squadrons will be assigned permanent organization codes within the structure of the basic code assigned to the parent activity, for example, BE1, BE2. The parent activity will request appropriate code changes, additions, or deletions when (1) forming a detachment that is not listed in the master list, or (2) disestablishing a detachment listed in the master list. Requests can be via naval letter, naval message, or e-mail and shall be addressed to COMNAVAIRFOR SAN DIEGO CA//N422/N422B//PO BOX 357051 ATTN: CODE N422B SAN DIEGO, CA 92135-7051, e-mail cnaf.av3m@navy.mil via cognizant ACC/TYCOM/COMFAIR/Type Wing Commander, info Naval Supply Weapon Systems Support (NAVSUP WSS) and will include the detachment designation, PUC, deployment location, and effective date of the detachment formation/disestablishment with a brief justification/description/reason for change/add/delete.

Request for Addition/Deletion of Codes

SPAWARSCEN Norfolk, VA, under the COMNAVAIRFOR code (N422B), is responsible for the assignment and control of ORG codes. Requests for additions/changes/deletions to the codes listed in the Org Translator should be addressed through the cognizant chain of command.

NOTE: To expedite processing, the use of FAX (DSN 735-1477/COMM 619-545-1477) or e-mail (cnaf.av3m@navy.mil) is encouraged.

- a. Naval letter /naval message or e-mail format:

From: (Requesting Activity)
To: Commander Naval Air Forces (Code N422B)
Via: (Appropriate Wing commander for approval and endorsement)

Subj: AVIATION 3M ORGANIZATION CODE CHANGE REQUEST

1. The following organization code addition/deletion is requested.

ADD or DELETE:
ORG NAME:
UNIT IDENTIFICATION CODE:
PERMANENT UNIT CODE:
CVW/MAG ASSIGNED:

2. Justification: (This paragraph should contain a justification for the request, any amplifying information considered necessary, and a command point of contact with DSN and commercial phone numbers.)

(Requester's Signature)

Copy to:

COMNAVAIRSYSCOM (AIR-6.8.4)

NATEC (AIR-6.8.5)

b. Mailing address:

COMMANDER, NAVAL AIR FORCES

ATTN: N422B

PO BOX 357051

SAN DIEGO, CA 92135-7051

Upon approval, COMNAVAIRFOR N422B will inform:

COMNAVAIRSYSCOM (AIR-6.8.4)

NATEC (AIR-6.8.5)

SPECIAL INSPECTION WORK UNIT CODES (WUCS)

Seventh Position Matrix

Seventh Position of Interval Grouping WUC, for example, hours, days, cycles:

A	01-20
B	21-30
C	31-40
D	41-50
E	51-60
F	61-90
G	91-100
H	101-140
J	141-185
K	186-230
L	231-300
M	301-400
N	401-500
P	501-600
Q	601-900
R	901-1100
S	1101-1500
T	1501-3700
U	3701-6900
V	6901-8000
W	8001-10000
X	10001-14000
Y	14001-20000
Z	20001-24999

For inspections based on intervals of 25,000 and above, such as rounds of ammunition loaded or fired, divide the interval by 100 and enter the derived character. For example, intervals of 25,000, 50,000, and 125,000 equate to L, N, and S respectively. For inspections based on weeks, convert to number of days and select the proper seventh position based on days, for example, 4 weeks = 28 days = B. Convert all SE periodic maintenance inspection intervals, as called for in applicable MRCs, to the nearest 7 day increment, for example, 1 year = 52 weeks; 1 quarter = 13 weeks; 1 month = 4 weeks; and 1 week = 7 days).

TECHNICAL DIRECTIVE (TD) STATUS CODES

Status Code Explanation

- A - Assisting Work Center
- C - Complied With
- D - Does Not Apply (Note 1)
- P - Previously Complied With
- Q - TD Removal (Note 2)
- W - Work in Progress

NOTES: 1. Use of Status Code D must be verified by a QAR.

2. TD removal will be documented in the same manner as TD incorporation. The only exceptions being the use of TD Status Code Q in block A35 and the (H-Z) record will be blank.

Technical Directive (TD) Codes

Alphabetical List

<u>CODE</u>	<u>TITLE</u>
58	Accessory Bulletin (AYB)
61	Accessory Change (AYC)
99	Age Exploration Bulletin (AEB)
94	Airborne Software Bulletin (ASB)
93	Airborne Software Change (ASC)
76	Airborne Weapon Bulletin (AWB)
75	Airborne Weapon Change (AWC)
67	Aircrew System Bulletin (ACB)
66	Aircrew System Change (ACC)
74	Airframe Bulletin (AFB)
50	Airframe Change (AFC)
57	Aviation Armament Bulletin (AAB)
56	Aviation Armament Change (AAC)
55	Avionics Bulletin (AVB)
54	Avionics Change (AVC)
41	Commodity Software Bulletin (CSB)
40	Commodity Software Change (CSC)
52	Dynamic Component Bulletin (DCB)
51	Dynamic Component Change (DCC)
79	Meteorological Equipment Bulletin (MEB)
73	Meteorological Equipment Change (MEC)
92	Naval Air Maintenance Trainer Bulletin (NTB)
91	Naval Air Maintenance Trainer Change (NTC)
98	Naval Air Maintenance Trainer Support Software Bulletin (TSB)
97	Naval Air Maintenance Trainer Support Software Change (TSC)
69	Photographic Bulletin (PHB)
68	Photographic Change (PHC)
01	Power Plant Bulletin (PPB)
02	Power Plant Change (PPC)
65	Propeller Bulletin (PRB)
64	Propeller Change (PRC)
04	Quick Engine Change Kit Bulletin (QEB)
03	Quick Engine Change Kit Change (QEC)
08	Reusable Container Bulletin (RCB)
07	Reusable Container Change (RCC)
84	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Bulletin (LRB)
83	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Change (LRC)
63	Support Equipment Bulletin (SEB)
62	Support Equipment Change (SEC)
96	Support Software Bulletin (SSB)
95	Support Software Change (SSC)
78	Target Control System Bulletin (TCB)
77	Target Control System Change (TCC)
06	Training Equipment Bulletin (TEB)
05	Training Equipment Change (TEC)

Numerical List

<u>CODE</u>	<u>TITLE</u>
01	Power Plant Bulletin (PPB)
02	Power Plant Change (PPC)
03	Quick Engine Change Kit Change (QEC)
04	Quick Engine Change Kit Bulletin (QEB)
05	Training Equipment Change (TEC)
06	Training Equipment Bulletin (TEB)
07	Reusable Container Change (RCC)
08	Reusable Container Bulletin (RCB)
40	Commodity Software Change (CSC)
41	Commodity Software Bulletin (CSB)
50	Airframe Change (AFC)
51	Dynamic Component Change (DCC)
52	Dynamic Component Bulletin (DCB)
54	Avionics Change (AVC)
55	Avionics Bulletin (AVB)
56	Aviation Armament Change (AAC)
57	Aviation Armament Bulletin (AAB)
58	Accessory Bulletin (AYB)
61	Accessory Change (AYC)
62	Support Equipment Change (SEC)
63	Support Equipment Bulletin (SEB)
64	Propeller Change (PRC)
65	Propeller Bulletin (PRB)
66	Aircrew System Change (ACC)
67	Aircrew System Bulletin (ACB)
68	Photographic Change (PHC)
69	Photographic Bulletin (PHB)
73	Meteorological Equipment Change (MEC)
74	Airframe Bulletin (AFB)
75	Airborne Weapon Change (AWC)
76	Airborne Weapon Bulletin (AWB)
77	Target Control System Change (TCC)
78	Target Control System Bulletin (TCB)
79	Meteorological Equipment Bulletin (MEB)
83	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Change (LRC)
84	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Bulletin (LRB)
91	Naval Air Maintenance Trainer Change (NTC)
92	Naval Air Maintenance Trainer Bulletin (NTB)
93	Airborne Software Change (ASC)
94	Airborne Software Bulletin (ASB)
95	Support Software Change (SSC)
96	Support Software Bulletin (SSB)
97	Naval Air Maintenance Trainer Support Software Change (TSC)
98	Naval Air Maintenance Trainer Support Software Bulletin (TSB)
99	Age Exploration Bulletin (AEB)

TIME/CYCLE PREFIX CODES

The alphabetic codes listed below are to be used to prefix entries in fields E42 through E52 and G38 through G48 of the MAF to denote type of data being reported. Code W may be used only in field E47 and G43; Code X may be used only in fields E52 and G48. All entries in these blocks will be preceded by an alphabetic prefix, and sufficient zeros will be added between the prefix and the first significant numeric character to make a total of five digits. For example, report 27 hours type equipment time as A0027.

A. Type Equipment Time

Used to report the removal and installation of equipment not having hour meters installed, an AESR, MSR, ASR, EHR, or SRC card. This will reflect total time since new, whole hours only, on the end item from which the component was removed. If type equipment time exceeds 9,999 hours, record the last four digits only, for example, 10,231 hours would be recorded as A0231. For equipment without logbooks, where total time is unknown, such as PME, use A0000.

B. Captive Flights

Total number of captive flights on the equipment. (For use with missiles and missile targets only.)

C. Operating Hours or Counts on Components Having MSR, ASR, EHR, or SRC Cards

Use total time since rework or overhaul, if known, whole hours only. If unknown, use time since new. For ASR, EHR, or SRC components or modules using other than hours or counts for time/cycle monitoring system accounting, use appropriate code.

D. Days. Number of days

E. Operating Hours or Counts for Items Having an AESR

For items which have an AESR, for example, engines, propellers, in-flight refueling stores, and for components of these items where Code C does not apply, enter time since rework or overhaul if known, whole hours only, as recorded in the AESR. If unknown, enter time since new. For AESR items using other than hours or counts for time/cycle monitoring system accounting use appropriate code.

F. Flight Hours. Total flight hours

(For use with missile targets only.)

G. Date of Manufacture

Date the item was manufactured, as recorded on the equipment or associated documents. Date to be entered and read as MMY, for example, 1104. (For use with survival equipment only.)

H. Date Placed Into Service

Date the equipment was placed into service, as recorded on the equipment or associated documents. Also used to designate the open date or propellant manufacture date for CARTs, CADs, or PADs. Date to be entered and read as MMY, for example, 1104. (For use with survival equipment and expeditionary airfield lighting, matting, fresnel lens, visual communication systems, and CARTs, CADs, or PADs.)

K. Arrestments

Number of accumulated aircraft arrestments since new, if available; otherwise, number since overhaul.

(For use with aircraft-installed arresting gear and expeditionary airfield equipment only). In the case of expeditionary airfield equipment, use this code to record number of arrestments on the arrester engine assembly, deck pendant tapes, and tape connector only; use Code M to record hour meter reading on retriever engine.

L. Landings

Enter the current total of landings recorded on the aircraft. If total exceeds 9,999 landings, record only the last four digits, for example, 10,231 landings would be recorded as L0231.

M. Meter Time

Number of accumulated hours on equipment and components as shown on the hour meter. (Enter whole hours only.)

N. Rounds Fired

Enter the total number of rounds fired since overhaul, if available; otherwise, enter the total number of rounds fired since new. Data will be rounded to the nearest hundred for entering on the maintenance document. If the figure exceeds 999,999 drop the left most digit and round off to the nearest hundred. Examples: 46 rounds would be reported as N0000, 68 rounds would be reported as N0001, 638 rounds would be reported as N0006, 2,437 rounds would be reported as N0024, 180,779 rounds would be reported as N1808, 1,000,241 rounds would be reported as N0002.

P. Cycles

Enter the number of cycles since overhaul, if available; otherwise, enter the number of cycles since new, for example, number of bombs dropped from a bomb rack.

S. Starts

Enter actual number of starts on equipment/components as shown on start meter or actual number of starts on equipment/component recorded by other devices.

T. Catapult Shots

Enter the number of actual catapult shots recorded on equipment and components.

U. Months Installed

Number of accumulated months equipment was installed since new (if available); otherwise, months since overhaul.

W. Warranty

This code indicates that the component is under warranty and will be used in fields E47 and G43 only. After the prefix code, enter the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length/expiration date can be found on the data plate affixed to the item, or in its logbook or associated records. If the expiration of the warranty is by date, enter on the MAF the year and month, for example, if warranty expires September 2004, enter W0409.

X. Contract Number

This code indicates the contract number of the component under warranty and will be used in fields E52 and G48 only. After the prefix code, enter the last four characters of the contract number. The contract number can be found on the data plate affixed to the item, or the logbook or associated records, for example, if the contract number is N00019-95-C-0129, enter X0129.

TRANSACTION (TRANS) CODES

The TRANS codes listed below are to be entered in block A32 of the MAF. TRANS codes denote the type of data being reported. Codes 00, 02, and 03 particularly are for reporting custodians.

TRANS CODE	USE
00	Is used to report an inventory gain.
02	Is used to report a change in the material condition reporting status of an equipment, for example, IN/OUT reporting.
03	Is used to report an equipment loss.
11	a. On-Equipment work not involving removal of defective or suspected defective components/items. b. On supporting engine documents not having a removal of a defective or suspected defective component/item when the engine is not specifically identified to a particular aircraft, for example, JRPX. c. This code is also used at the O-level or I-level when closing out a maintenance action. d. On supporting documents where corrosion treatment is performed at the IMA and this treatment is a separate and distinct action apart from the required repair.
12	a. On-Equipment work, including engines, involving nonrepairable components/items documented as failed parts. b. Engine identification documented in the Failed/Required Material blocks (H-Z) and indexed (Use Transaction Code 12).
14	Removal of a nondefective component/item (excluding cannibalization, see Transaction Code 19), from an engine, to be processed at the O-level. (TRANS Code 18 will be used for the removal and replacement of a complete nondefective engine.) In the case of a nonserialized component/item, block E13 of the MAF must be a single zero (0) (see Note).
15	Installation of a nondefective component/item, excluding cannibalization (see TRANS Code 19) on an engine to be processed at an O-level activity. In the case of a nonserialized component/item, block G13 of the MAF must be a single zero (0) (see Note).
16	Removal of a nondefective component/item, excluding engine components/items and a cannibalization (see TRANS Code 18), to be processed at an O-level activity. In the case of a nonserialized component/item, block E13 of the MAF must be a single zero (0) (see Note).
17	Installation of a nondefective component/item (excluding engine components/items and cannibalization). In the case of a nonserialized component/item, block G13 of the MAF must be a single zero (0) (see Note).
18	Used to document the following for components/items at O-level and I-level activities (excluding engine components/items at the O-level): a. Removal and replacement of nondefective components and items to accomplish a cannibalization action (AT Code T). b. Removal and replacement of those consumable components and items subject to a scheduled removal interval or items of supply significance, for example, precious metal content (AT Code R). Document the removal component in blocks E08 through E52. Document the replacement component in blocks G08 through G48. Block 79 (index) will remain blank.

- 19 Used to document the following for engine components and items at the O-level:
a. Removal and replacement of a nondefective component or item to accomplish a cannibalization action (AT Code T).
b. Removal and replacement of those consumable components and items subject to a scheduled removal interval or items of supply significance, for example, precious metal content (AT Code R).
Document the removal component in blocks E08 through E52. Document the replacement component in blocks G08 through G48. The engine from which the component was removed and replaced will be documented in the (H-Z) Failed/Required Material blocks 79, 10, 11, 14, 19, and 41.
- 20 Removal and replacement of nondefective consumable component for cannibalization (NTCSS Optimized OMA activities only).
- 21 Will be used when a repairable component is removed (excluding engines and engine components) for processing at an IMA or D-level maintenance activity. This code is used when only the removal must be documented and a replacement is not required (see Note).
- 23 Removal and replacement of a defective, suspected defective, or scheduled maintenance of a repairable component from an end item (excluding engine components at the O-level). Additionally, this TRANS Code will be used for the removal and replacement of a complete engine assembly for a defect, suspected defect, or scheduled maintenance requirement. The removal component is to be processed at an IMA or D-level maintenance activity. For IMA only - Use this TRANS Code for removal and replacement of engine modules and components when the engine is the end item (see Note).
- 24 Will be used when a repairable engine component is removed for processing at an IMA or D-level activity. This code is used only when the removal must be documented and the replacement is not required (see Note).
- 25 Removal and replacement of a defective or suspected defective repairable component from an engine. The removed component to be processed at an IMA or D-level activity (see Note).
- 30 Is used to document components processed through the IMA for check, test, service, manufacture, and fabrication.
- 31 Work performed on a removed repairable component with no failed parts or awaiting parts documented in the Failed/Required Material blocks. This action is normally performed at the IMA. (See TRANS Code 11 for supporting engine document.)
- 32 Work performed on a removed repairable component with failed parts, awaiting parts, or cannibalization actions documented in the Failed/Required Material blocks. This action is normally performed at the IMA.
- 39 Close out for man-hours or awaiting parts at an IMA.
- 41 a. TD compliance with no part number change or non-serialized components.
b. O-level close out of SCIR impacted TD items (NALCOMIS Legacy).
- 47 Used to document TD compliance on all serialized components, regardless of whether there is a part number change.
- 72 Will be used to report subsystem capability and impact reporting data by the reporting custodian when transient maintenance is performed by other than the reporting custodian.

NOTE: When an engine is a supply asset, not undergoing repair or inspection inducted from an O-level activity TRANS codes 11, 12, 16, 17, 21, and 23 must be used.

TYPE EQUIPMENT CODES (TECS)

Purpose

This section describes the general format and structuring of TECs used in the MDS. Detailed TEC assignments are in the TEC Translator section of the NAVAIR Logistics web site (<http://www.navair.navy.mil/logistics/tectranslator>). Activities requiring specific TEC information should contact the cognizant commander, COMFAIR, Wing, MAG, ACC/TYCOM, or equivalent headquarters.

Description

TECs are four-character codes which identify either the end item or category of equipment on which work is performed. Codes in each specific category are structured in the manner best suited to describe the equipment concerned. To maintain the stability of historical data, a TEC is considered unique to an end item over its life cycle and shall be retired for a designated time period, for reporting purposes. Post-retirement time periods are as follows:

Aircraft and UAS Control Systems - 20 years

All other TECs - 7 years

After these designated time periods have expired the TEC is considered to be deactivated and may be reassigned for a new application.

Assembly Code (Assy CD)

An Assy CD is an alternative means of identifying an end item used exclusively within the OOMA NALCOMIS application when a TEC assignment is not practical. Assy CDs are structured as a four character alpha-numeric code ending in two numeric characters. Each Assy CD will have a direct relationship to a COMNAVAIRSYSCOM approved TEC. In instances where an Assy CD is associated with multiple TECs, the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)) will determine and assign a primary TEC for data warehousing purposes.

Code Structuring

TECs are structured as follows in each code category.

A Series - Aircraft and UAS Control Systems

Aircraft and UAS Control Systems are identified in this code series by T/M/S or system designation. The general type/model is indicated by a code ending in 9, for example, AMA9 = F/A-18 type/model group. This code may be used when the specific aircraft T/M/S is not known or when work is performed on components applicable to several different series aircraft of the same type/model, such as, work on radio components of F/A-18 aircraft documented as a single action. However, codes ending in 9 should not be used where a more specific code can be applied. An example of code structuring used in this series is as follows:

AMAF -	F/A-18C Aircraft
A -	Equipment Category (Aircraft)
AM -	Aircraft Type/(M-Fighter/Attack)
AMA -	Aircraft Type/Model (F/A-18)
AMAF -	Aircraft Type/Model/Series (F/A-18C)

Aircraft and UAS Control System Primary Mission Code Assignment

<u>Equipment Type</u>	<u>Primary Mission</u>	<u>Mission Description</u>
A	A	Attack Aircraft
A	B	Bomber Aircraft
A	C	Logistics/Transport Aircraft
A	D	Unmanned Aerial Vehicle Control System
A	E	Special Electronics Aircraft
A	F	Fighter Aircraft
A	G	Unassigned-reserve for future use
A	H	Helicopters
A	J	Unassigned-reserved for future use
A	K	Unassigned-reserved for future use
A	L	Laser Technology Use Aircraft
A	M	Multi-Mission Aircraft
A	N	Unassigned-reserved for future use
A	P	Maritime Patrol Aircraft
A	Q	Unmanned Air Vehicles/Drones
A	R	Reconnaissance Aircraft
A	S	Anti-Submarine Warfare Aircraft
A	T	Trainer Aircraft
A	U	Utility Aircraft
A	V	Unassigned-reserved for future use
A	W	Unassigned-reserved for future use
A	X	Research/Development/Test/Evaluation Aircraft (Note 1)
A	Y	Unassigned-reserved for future use
A	Z	Lighter than Air Vehicle

NOTE: The “AX” designation will be assigned to experimental or RDT&E aircraft or systems and will only be used during the period of time that the equipment is designated with an experimental type designation (X Series). Any equipment assigned this designation will be re-designated with a primary Mission Code when a final model designation is assigned.

B Series - Mission Mounted Equipment

Codes in this series identify external items of mission equipment, such as photo, electronic counter measure, gun pods, and in-flight refueling buddy stores, which are treated as end items when not installed. Codes in this series will be constructed of alpha-numeric characters assigned by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)).

BARS - A/A42R-1 Air Refueling Store

In addition to specific equipment assignments, a general T/M/S equipment code will be assigned for each T/M/S or UAS Control System. For Legacy NALCOMIS users, this code may be used when MME peculiar to a platform does not have a specific equipment designation or when a unique TEC has not been assigned. These general equipment codes shall not be used where a more specific code can be applied. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of general T/M/S equipment code structuring in this series is as follows:

- BMAF - F/A - 18C Aircraft Mission Mounted Equipment
- B - Equipment Category (mission mounted equipment)
- BM - Aircraft Type/(M-Fighter/Attack)

BMA - Aircraft Type/Model (F/A-18)

BMAF - Aircraft Type/Model/Series (F/A-18C)

C Series - Propeller/Rotor Equipment

Codes in this series identify aircraft propellers and helicopter rotor systems. These codes will be constructed of alpha-numerical characters assigned by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of this code structuring is as follows:

C13K - C - 130 Hamilton Standard Variable Pitch Propeller

C53D - CH 53D Main Rotor Head Assembly

D Series - PME

Codes in this series are assigned only through the second position, to indicate broad subcategories of PME. Codes are assigned to conform as closely as possible to WUC groupings used in NAVAIR 16-1-8 WUC manuals. For Optimized NALCOMIS users, these codes will be constructed of alpha-numerical characters assigned by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). For Legacy NALCOMIS users, the third and fourth position of these codes may be further assigned locally if desired, for example, DBAB, DBAC, and DBBA. In the event this breakdown is desired, its use will be controlled by the local MO and issued/coordinated by QA. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). Codes assigned in this series are as follows:

DAAA - Flight Reference Test and Check Equipment. Includes test and check equipment for the following: air data computer, angle of attack, automatic flight control, automatic stabilization, autopilot, compass, heading reference, stall warning, true airspeed computing, and vertical gyro indicating systems. (Includes all PME in the 56 series WUCs.)

DBAA - Communications Test and Check Equipment. Includes test and check equipment for the following: HF, VHF, UHF, and interphone communications systems, emergency radio systems, IFF systems, and communication navigation interrogation integrated systems. (Includes all PME in the 61 series WUCs which do not have a specific TEC assigned.)

DCAA - Navigation Test and Check Equipment. Includes test and check equipment for radio and radar navigation systems. (Includes all PME in the 71 series WUCs which do not have a specific TEC assigned.)

DDAA - Weapon Control Test and Check Equipment. Includes test and check equipment for bombing-navigation and weapon control systems. (Includes all PME in the 74 series WUCs which do not have a specific TEC assigned.)

DEAA - Weapon Delivery Test and Check Equipment. Includes test and check equipment for weapons delivery systems. (Includes all PME in the 75 series WUCs which do not have a specific TEC assigned.)

DFAA - Electronic Countermeasures Test and Check Equipment. Includes test and check equipment for electronic countermeasures systems. (Includes all PME in the 76 series WUCs which do not have a specific TEC assigned.)

DGAA - Semi-Automatic Check-Out Equipment. Includes test and check equipment for electronic semi-automatic check-out equipment. (Includes all PME in the 78 series WUCs which do not have a specific TEC assigned.)

DHAA - General Electronic Test and Check Equipment. Includes sweep, signal, pulse, code, and function generators; range, crystal, compass, and transducer calibrators; frequency meters; vacuum tube voltmeters; oscilloscopes; RF, UHF, and VHF power wattmeters; frequency counters; frequency calibrators; fuel, oxygen, and hydraulic testers; engine instrument and performance testers; electrical equipment module testers; test bench

harnesses, cables, and adapters; and the allied equipment. (Includes all the PME in the 79 series WUCs which do not have a specific TEC assigned.)

DZAA - Other. Includes all PME not assigned a WUC. Requests for assignment of a WUC should be accomplished per NAVAIR 00-25-8.

E Series - Ejection Seat Systems

Codes in this series identify Ejection Seat Systems. These codes will be constructed of alpha-numerical characters assigned by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of this code structuring is as follows:

EJA6 - Mk GRU7/MK GRUE7/ECMO Ejection Seats

EJU5 - SJU-5/A and SJU-6/A Ejection Seats

G Series - Common Support Equipment and Aeronautical Expeditionary Airfield Equipment and Marine Air Traffic Control and Landing Systems (MATCALs)

Equipment in this code series is identified by subcategory, group, and individual T/M/S designation. Equipment subcategory G1 through G5 will be maintained for the MATCALs. The general equipment group is indicated by a code ending in A, for example, GACA = Diesel Engine Driven Electric Generator Units. For Legacy NALCOMIS users, this code may be used when (1) the specific equipment T/M/S designation is not known, (2) when a unique TEC is not assigned to the specific equipment involved, or (3) when work is performed on several different T/M/S equipment in the same general group, documented as a single maintenance action. However, codes ending in A should not be used where a more specific code can be applied. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring in this series is as follows:

GACB - Sun Model NC-10 Diesel-Driven Mobile Electric Power Plant

G - Equipment Category (common support equipment)

GA - Equipment Subcategory (electric generator units)

GAC - Equipment Group (diesel engine driven electric generator units)

GACB - Sun Model NC-10

H Series - Missile and Target PSE

Equipment in this code series is identified by missile or target application, subcategory, and individual equipment type/model. The general equipment subcategory is indicated by a code ending in A, for example, HFDA = AIM-9 Target Test Sets. For NALCOMIS users, this code may be used when (1) the specific equipment T/M/S designation is not known, (2) when a unique TEC is not assigned to the specific equipment involved, or (3) when work is performed on several different T/M/S of equipment in the same general subcategory, documented as a single maintenance action. However, codes ending in A should not be used when a more specific code can be applied. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring in this series is as follows:

HFDC - AIM-9 Target Test Set. MK-401

H - Equipment Category (missile or target)

HF - Missile/Target Application (AIM-9 Target)

HFD - Equipment Subcategory (Test Sets)

HFDC - Equipment Model/Type (MK-401)

J Series - Jet Engines

Jet engines are identified in this code series by model, series, and aircraft application. The general engine model/series group is indicated by a code ending in X, for example, JHPA = J52-P-408B engine, aircraft application not specified. This code may be used when the specific aircraft application is not known (as in the case of J52-P-408B engine being built up for installation on either a EA-6B aircraft or when a code is not assigned to the specific aircraft application involved). Codes ending in X should not be used when a more specific code may be applied. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring in this series is as follows:

JHPA - J52-P-408B engine, used in model EA-6B aircraft
J - Equipment Category (jet engines)
JH - Engine Model (J52)
JHP - Engine Model/Series (J52-P-408B)
JHPA - Aircraft Application (EA-6B aircraft)

K Series - BIS (Board of Inspection and Survey) Aircraft and UAS Control Systems

Aircraft and UAS Control System codes in this series identify BIS aircraft (identified by the letter J prefix in the model designation). The TEC for these aircraft is constructed by using the basic aircraft or UAS System TEC with the letter K substituted for A in the first position. An example of code structuring in this series is as follows:

KMAF - F/A-18C Aircraft
K - Equipment Category (BIS Aircraft)
KM - Aircraft Type/(M-Fighter/Attack)
KMA - Aircraft Type/Model (F/A-18)
KMAF - Aircraft Type/Model/Series (JF/A-18C)

M Series - Missile, Probes, Rockets, AMCM equipment, and Targets

Equipment in this code series is identified by subcategory, design and type number, and series number. The general design and type is indicated by a code ending in 9, for example, MBA9 = ACM-12. For Legacy NALCOMIS users, this code may be used when (1) specific series designation is not known, (2) when a unique TEC is not assigned to the specific equipment involved, or (3) when work is performed on several different series-designated equipment of the same design and type, and documented as a single maintenance action. However, codes ending in 9 should not be used when a more specific code can be applied.

Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring in this series is as follows:

MBAG - AGM-12C2 Bullpup Missile
M - Equipment Category (missiles, probes, rockets, targets)
MB - Equipment Subcategory (airlaunched surface attack missiles)
MBA - Design and Type Number (AGM-12)
MBAG - Series Number (AGM-12C2)

N Series - Project Development Aircraft and UAS Control Systems

Aircraft and UAS Control Systems identified in this code series identify project development platforms (those with the letter N prefix in the model designation). The TEC is constructed by using the basic aircraft or UAS Control System TEC, with the letter N substituted for A in the first position. An example of code structuring in this series is as follows:

- NMAF - F/A-18C Aircraft
- N - Equipment Category (project development aircraft)
- NM - Aircraft Type/(M-Fighter/Attack)
- NMA - Aircraft Type/Model (F/A-18)
- NMAF - Aircraft Type/Model/Series (NF/A-18C)

P Series - APU and SEGTE

Engines in this category are identified by model, series and aircraft and equipment application. The general model/series group is indicated by a code ending in X, for example, PAAX = GTC-95-2 Engine Aircraft and Equipment application not specified. For Legacy NALCOMIS users, this code may be used when the specific aircraft or equipment is not known (as in the case of a GTC-95-2 engine being built up for installation on either a P-3C or EP-3E aircraft), or when a code is not assigned to the specific aircraft or equipment application involved. Codes ending in X should not be used on turn-in documentation when a more specific code may be applied. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring is as follows:

- PAAB - GTC-95-2 Engine used on model P-3A Aircraft
- P - Engine Category (APU or SEGTE)
- PA - Engine Model (GTC-95)
- PAA - Engine Model/Series (GTC-95-2)
- PAAB - Engine Application (P-3A)

R Series - Reciprocating Aircraft Engines

Reciprocating engines are identified in this code series by model, series, and aircraft application. The general engine model/series group is indicated by a code ending in X, for example, REDX = R1820-80 engine, aircraft application not specified. For Legacy NALCOMIS users, this code may be used when the specific aircraft application is not known (as in the case of an R1820-80 engine being built up for installation in either an LC-117D or TC-117D aircraft), or when a unique code is not assigned to the specific aircraft application involved. Codes ending in X should not be used when a more specific code can be applied. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring is as follows:

- REDB - R1820-80 Engine, used in model LC-117D aircraft
- R - Equipment Category (reciprocating engines)
- RE - Engine Model (R1820)
- RED - Engine Model/Series (R1820-80)
- REDB - Engine Application (LC-117D aircraft)

S Series - Aircraft PSE and UAS Control Systems PSE

Equipment in this category is identified by aircraft and UAS Control Systems application, subcategory, and individual model and type number. The general equipment application and subcategory is indicated by a code ending in A, for example, SCBA = A-6 aircraft SACE equipment. For Legacy NALCOMIS users this code may be used when the specific equipment type or model designation is not known, or when a unique TEC is not assigned to the specific equipment involved. However, codes ending in A should not be used when a more specific code can be applied. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring is as follows:

SCBH - A-6 Aircraft Computer Test Console, OA-3734/ASM-77
S - Equipment Category (aircraft PSE)
SC - Aircraft Application (A-6)
SCB - Equipment Subcategory (SACE equipment)
SCBH - Equipment Model and Type (OA-3734/ASM-77 computer test console)

T Series - Turboprop and Turbofan Module Engines

Turboprop, turbofan, and module engines are identified in this code series by model, series, and aircraft application. The general engine model/series group/engine module is indicated by a code ending in X, for example, THBX = T56-A-7 engine, aircraft application not specified. For Legacy NALCOMIS users, this code may be used when the specific aircraft application is not known (as in the case of a T56-A-7 engine being built up for installation in either a KC-130F or C-130F aircraft), or when a unique code is not assigned to the specific aircraft application involved. Codes ending in X should not be used when a more specific code can be applied. For modules, the engine application series (fourth position), will be X, for example, F404-GE-400 (fan, HPC, HPT, etc.) module would be TXAX and T56-A-7 (GB, PS, etc.) module would be THBX. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring is as follows:

THBF T56-A-7 Engine, used in model KC-130F Aircraft
T - Equipment Category (turboprop/turbofan engines)
TH - Engine Model (T56)
THB - Engine Model/Series (T56-A-7)
THBF - Engine Application (KC-130F aircraft)

V Series - Trainers and Training Devices

Equipment is identified in this code series by application and equipment model/type number. The general equipment application is identified by a code ending in 9, for example, VAC9 = A-4 aircraft peculiar trainers/training devices. For Legacy NALCOMIS users only, this code may be used when the specific equipment model/type number is not known, or when a unique code is not assigned to the specific equipment involved. However, codes ending in 9 should not be used when a more specific code can be applied. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). An example of code structuring is as follows:

VACB - A-4 Aircraft Weapon System Trainer, type 2F62
V - Equipment Category (trainers/training devices)
VA - Broad Application (attack aircraft peculiar)
VAC - Specific Application (A-4 aircraft peculiar)
VACB - Equipment Model/Type (type 2F62 weapon system trainer)

W Series – Expendable Aviation Ordnance

This series will be used to document expendable aviation ordnance. These codes identify various bombs, fuses, and fins for the purpose of CM. An example of the code structuring in this series is as follows:

WFA3 - BDU33
W - Equipment Category (Expendable Aviation Ordnance)
WF - Bomb
WFA - BDU
WFA3- Series 33

X Series - Not a DON/Foreign Aircraft

Aircraft in this series identify non-DON/foreign aircraft. These codes were previously assigned with S as the first character of the TEC by the Naval Safety Center. The S is replaced with X by COMNAVAIRSYSCOM (AIR-6.8.4.3), whose responsibility includes the assignment of all TECs. All X series TECs listed in the Aviation Type Equipment Code List (A7210-01) will be used by personnel/activities involved in the Personnel Exchange Program, or aviators not assigned to a DON activity when submitting Naval Aircraft Flight Records through the Aviation Maintenance and Material Management System. These codes will not be used in the documentation of MAFs.

Y Series - Aeronautical equipment not identified to a specific TEC

Aeronautical equipment TECs in this series are assigned only through the second position, to indicate subcategories of equipment which cannot be identified to a specific TEC. These codes are used to document off-equipment work on material which is generic in nature and does not require a specific TEC assignment. Examples are electronic equipment from supply stock and parachute repacking. The third and fourth positions of these codes may be further assigned for identification purposes, for example, YGA1 or sewing machine. In the event this breakdown is desired for Legacy NALCOMIS users, its use will be controlled by the local MO and issued/coordinated by QA. Assignment of this TEC series within OOMA NALCOMIS is managed by the TEC/Assembly Code Manager (COMNAVAIRSYSCOM (AIR-6.8.5)). Basic codes assigned are as follows:

NOTE: YLAA and YWAA can be used for documentation purposes (MAF) of both on-equipment and off-equipment work.

YAAA - Aircraft Equipment
YBAA - Airborne Aeronautical Equipment. This equipment is used in test bench installations.
YCAA - Avionics and Weapons Equipment
YEAA - Engines
YGAA - Support Equipment
YLAA - Logistics Support Equipment. This equipment is usually designated by Mk and Mod number.
YPAA - Aviator's Personal Equipment
YWAA - Weapons Support Equipment. This equipment is usually designated by Mk and Mod number.
YWAB - Weapons Ordnance Handling Support. Aviation Ordnance breakouts, buildups, restows, and support of daily operational weapons requirements.
YZAA - Other Equipment

Z Series - Nonaeronautical Equipment

The unstructured code ZAAA is assigned for documenting all nonaeronautical work, such as the construction of signs and status boards. The third and fourth positions of this code may be further assigned locally if desired, for example, ZAAB, ZAAC, ZABA, or ZACA. In the event this breakdown is desired, its use will be controlled by the local MO and issued and coordinated by QA. Code ZBAA is assigned for air and surface repairable components which are removed from a ship or surface craft and scheduled for repair at a designated IMA.

Request for Addition or Deletion of Codes

COMNAVAIRSYSCOM (AIR-6.8.5.3) is responsible for the assignment and control of TECs. If requests concern SE or PME, they will be forwarded via NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION (32400b596-1), HWY 547, LAKEHURST NJ 08733-5900, in addition to the normal chain of command. Requests shall be addressed through the cognizant chain of command (COMNAVAIRSYSCOM (AIR-6.8.5.3) cannot assign codes without proper endorsements).

NOTE: To expedite processing, copies of signed, serialized, and dated change request originating letters and endorsements may be transmitted via e-mail (TECMGR@navy.mil) or to COMNAVAIRSYSCOM (AIR-6.8.5.2) (DSN 342-4720 or COMM (301) 342-4720, ATTN: COMNAVAIRSYSCOM TEC Manager).

Naval letter format:

From: (Requesting Activity)
To: Commander, Naval Air Systems Command (AIR-6.8.5.2)
Via: (Appropriate type commander for approval and endorsement)
(Other commands in paragraph 4 (if applicable))

Subj: AVIATION 3M TYPE EQUIPMENT CODE CHANGE REQUEST

1. The following type equipment code addition/deletion is requested. (Provide information as listed in the Aviation Type Equipment Code List (A7210-01))

ADD or DELETE:

AIRCRAFT MODEL DESIGNATION
ENGINE MODEL DESIGNATION
NUMBER OF ENGINES
PART NUMBER
CAGE DESIGNATION
NOMENCLATURE
TYPE, DESIGNATOR, MODEL
WUC
NIIN

2. Justification: (This paragraph should contain a justification for the request, any amplifying information considered necessary, and a command point of contact with DSN and commercial phone numbers.)

(Requester's Signature)

COMNAVAIRSYSCOM's mailing address:

COMMANDER
ATTN: AIR-6.8.5.2 TEC MANAGER
NAVAIRSYSCOMHQ
22477 PEARY ROAD
BLDG 516 RM 100A
PATUXENT RIVER, MD 20670

Upon approval, COMNAVAIRSYSCOM (AIR-6.8.5.2) will inform:

COMNAVAIRFOR (N422C)
NATEC (Code 6.8.5)
NSWC Corona CA (QA41)
NAVMAC (32)
SPAWARSYSCEN NORFOLK DET SAN DIEGO CA (64)

TYPE MAINTENANCE (TM) CODES

The following TM Codes are Prescribed for Use on the MAF:

B. Unscheduled Maintenance

Used for all maintenance actions except the following:

- a. The look phase of any inspection.
- b. The look phase and fix phase of all aircraft inspections, engine inspections, SE PM inspections, and missile equipment rehabilitation inspections.
- c. Calibration of PME.
- d. Transient maintenance.

D. Daily, Turnaround, Special Inspections and Preservation or Depreservation Actions

Used to document special inspections, preservation, depreservation, and for documenting discrepancies discovered during, daily inspections, preoperational inspections, or turnaround inspections. The following examples apply:

- a. With respect to aircraft, this code is used for daily inspections and turnaround inspections, preservation or depreservation actions, airframe special inspections based on calendar days, and combined airframe and engine special inspections based on calendar days.
- b. With respect to SE, this code is used for preservation or depreservation actions, airframe special inspections based on calendar days, and combined airframe and engine special inspections based on calendar days and documenting discrepancies discovered during daily inspections, preoperational inspections, and turnaround inspections.
- c. Equipment with a prescribed standard inspection cycle such as mini-regs, parachutes not covered by MRCs, and survival equipment.

E. Acceptance and Transfer Inspection

Acceptance inspections and transfer inspections on aircraft, SE, and missile targets.

F. Transient Maintenance

Maintenance performed on equipment in a transient status.

G. Phase Inspection

Phased maintenance inspections on aircraft (excluding uninstalled engine inspections), both look phase and fix phase.

J. Major Engine Inspection

This code is used for uninstalled engine inspections for both the look phase and fix phase.

K. Special Engine Inspection

This code is used for all special inspections performed exclusively on engines, installed or uninstalled, for both the look phase and fix phase.

L. Local Manufacture or Fabrication Actions for Nonaeronautical Material

M. Hourly Special Aircraft Inspections

This code is used for airframe and combined airframe and engine hourly interval special inspections for both the look phase and fix phase.

N. Cycle or Event Special Aircraft Inspections

This code is used for airframe and combined airframe and engine special inspections based upon cycles or events, for example, rounds fired, arrested landings, launches. This code is used for both the look phase and fix phase.

P. PM, Postlaunch Rehabilitation Inspections, and Scheduled Calibration

Used to document both look phase and fix phases of the following type of inspections:

- a. PM inspections on SE and expeditionary airfield equipment.
- b. Scheduled calibration of PME.
- c. Postlaunch rehabilitation of recoverable targets following each launch and recovery, and major inspections on targets not normally rehabilitated, including nonrecoverable types.

S. Conditional Inspection.

The look phase and fix phases of conditional inspections on aircraft, engines, SE, and missile targets, and conditional (unscheduled) calibration of PME.

T. Supply Support

All work performed as a result of a MAF work request received from a supply activity.

U. Reclamation and Salvage

All work performed in connection with reclamation and salvage actions.

The following TM Codes are Prescribed for Use by Power Plants Work Centers with Specific Engine Repair Capability

1. First-Degree Repair

First-degree repair is repair which includes compressor rotor replacement or disassembly to a degree that the compressor rotor assembly can be removed.

2. Second-Degree Repair

Second-degree repair by designated IMAs includes the repair or replacement of turbine rotors and combustion sections (including afterburners), and the repair or replacement of reduction gearboxes and torque shafts which are considered repairable within the limits of the approved intermediate maintenance handbooks.

3. Third-Degree Repair

Third-degree repair encompasses the same gas turbine engine repair capability as the second-degree repair except that certain functions which require high maintenance man-hours and are of low incident rate are excluded.

R} TYPE WORK ORDER (WO) CODES

Type WO Listing to Discrepancy

AC	Acceptance/Post-depot Inspection Control	MF	SDLM <u>A}</u> or <u>EPM</u> Fix Phase
AD	Assist Maintenance	ML	SDLM <u>A}</u> or <u>EPM</u> Look Phase
AF	Acceptance/Post-depot Inspection Fix Phase	MX	SDLM <u>A}</u> or <u>EPM</u> Single Work Center
AL	Acceptance/Post-depot Inspection Look Phase	OC	One Time Inspection Control
AT	Technical Directive Assist	OF	One Time Inspection Fix Phase
AX	Acceptance/Post-depot Inspection Single Work Center	OL	One Time Inspection Look
BC	Depreservation Control	OM	Other Type Maintenance
BF	Depreservation Fix Phase	OX	One Time Inspection Single Work Center
BX	Depreservation Single Work Center	PC	Phase Control
CC	Conditional Inspection Control	PF	Phase Fix Phase
CF	Conditional Inspection Fix Phase	PL	Phase Look Phase
CL	Conditional Inspection Look Phase	PX	Phase/PM Inspection Single Work Center
CM	Cannibalization Maintenance	QT	Technical Directive Deconfigure
CP	Corrosion Prevention	RT	Routine Tasks (Legacy only)
CT	Corrosion Treatment	SC	Special Inspection Control
CX	Conditional Inspection Single Work Center	SD	Depreservation Work Center Action
DF	Daily/Turnaround Discrepancy	SF	Special Inspection Fix Phase
DM	Discrepancy Maintenance	SL	Special Inspection Look Phase
ET	Technical Directive (Engine) SCIR	SP	Preservation Work Center Action
FC	Preservation Control	SX	Special Inspection Single Work Center
FF	Preservation Fix Phase	TC	Transfer/Pre-depot Inspection Control
FO	Facilitate Other Maintenance	TD	Technical Directive
FX	Preservation Single Work Center	TF	Transfer/Pre-depot Inspection Fix Phase
HA	Hosting Activity	TL	Transfer/Pre-depot Inspection Look Phase
IA	Intra-Activity Support	TM	Transient Maintenance
IC	IMC/P Control (OOMA only)	TS	Troubleshooting
IF	IMC/P Fix Phase (OOMA only)	TX	Transfer/Pre-depot Inspection Single Work Center
IL	IMC/P Look Phase (OOMA only)	WR	Work Request
MC	SDLM Control <u>A}</u> or <u>EPM</u> Fix Phase		

Discrepancy to Type WO

Acceptance/Post-depot Inspection Control	AC	Phase Control	PC
Acceptance/Post-depot Inspection Fix Phase	AF	Phase Fix Phase	PF
Acceptance/Post-depot Inspection Look Phase	AL	Phase Look Phase	PL
Acceptance/Post-depot Inspection Single Work Center	AX	Phase/PM Inspection Single Work Center	PX
Assist Maintenance	AD	Preservation Control	FC
Cannibalization Maintenance	CM	Preservation Fix Phase	FF
Conditional Inspection Control	CC	Preservation Single Work Center	FX
Conditional Inspection Fix Phase	CF	Preservation Work Center Action	SP
Conditional Inspection Look Phase	CL	Routine Tasks (Legacy Only)	RT
Conditional Inspection Single Work Center	CX	SDLM Control	MC
Corrosion Prevention	CP	SDLM Fix Phase	MF
Corrosion Treatment	CT	SDLM Look Phase	ML
Daily/Turnaround Discrepancy	DF	SDLM Single Work Center	MX
Depreservation Control	BC	Special Inspection Control	SC
Depreservation Fix Phase	BF	Special Inspection Fix Phase	SF
Depreservation Single Work Center	BX	Special Inspection Look Phase	SL
Depreservation Work Center Action	SD	Special Inspection Single Work Center	SX
Discrepancy Maintenance	DM	Technical Directive	TD
Facilitate Other Maintenance	FO	Technical Directive Assist	AT
Hosting Activity	HA	Technical Directive Deconfigure	QT
IMC/P Control (OOMA only)	IC	Technical Directive (Engine) SCIR	ET
IMC/P Fix Phase (OOMA only)	IF	Transfer/Pre-depot Inspection Control	TC
IMC/P Look Phase (OOMA only)	IL	Transfer/Pre-depot Inspection Fix Phase	TF
Intra-Activity Support	IA	Transfer/Pre-depot Inspection Look Phase	TL
One Time Inspection Control	OC	Transfer/Pre-depot Inspection Single Work Center	TX
One Time Inspection Fix Phase	OF	Transient Maintenance	TM
One Time Inspection Look	OL	Troubleshooting	TS
One Time Inspection Single Work Center	OX	Work Request	WR
Other Type Maintenance	OM		

WHEN DISCOVERED (WD) CODES

WD Code Explanation for Aircraft and Engines

A. Before Flight - Abort - Aircrew

This code is used when a need for maintenance is discovered by an aircrew before flight and it is necessary to abort the mission.

B. Before Flight - No Abort - Aircrew

This code is used when a need for maintenance is discovered by an aircrew before flight and it is not necessary to abort the mission.

C. In-Flight - Abort

This code is used when a need for maintenance is discovered in-flight and it becomes necessary to abort the mission.

D. In-Flight No Abort

This code is used when a need for maintenance is discovered in-flight and it is not necessary to abort the mission.

E. After Flight/Between Flight - Aircrew

This code is used when a need for maintenance is discovered after completion of a flight or between two flights, for example, a pilot, after completing a mission notices an access panel missing, or during a passenger stop, a pilot notices a sudden drop in fuel pressure.

F. Pilot/NFO Inspection

This code is used when a need for maintenance is discovered during a pilot/NFO aircraft inspection which is not flight related.

G. Acceptance/Transfer Inspection

This code is used when a need for maintenance is discovered during an acceptance/transfer inspection, regardless of the depth of the inspection.

H. Between Flights - Ground Crew

This code is used when a need for maintenance is discovered between flights by personnel other than the aircrew, for example, a taxi director notices an oil leak from an engine while directing a pilot into the chocks.

J. Daily Inspection

This code is used when a need for maintenance is discovered during a daily inspection which is performed independently of any other inspection. This code does not apply when the daily inspection is combined with a turnaround inspection. (See code K.)

K. Turnaround Inspection

This code is used when a need for maintenance is discovered during a turnaround inspection.

L. Special Inspection, Preservation/Depreservation

This code is used when a need for maintenance is discovered during a special inspection or preservation/depreservation.

M. Major/Phase Inspection

This code is used when a need for maintenance is discovered during a phase inspection for aircraft or during a major inspection for engines. This code will also apply to aircraft for which a single type of inspection is prescribed (as opposed to intermediate/major) and to periodic maintenance inspections on SE.

O. Administrative

This code is used when an administrative action is required, for example, inspection documents, check, test, or service, cannibalization, FOM.

P. Functional Checkflight

This code is used when the need for maintenance is discovered during a flight which was conducted for the purpose of testing for proper functioning of the airframe, power plant, accessories, and other items of equipment. The use of this code is limited to those items in the FCF checklist as requiring test during the flight.

Q. Conditional Inspection

This code is used when a need for maintenance is discovered during an inspection which does not have a prescribed interval and depends upon occurrence of certain circumstances or conditions.

R. QA Inspection

This code is used when a need for maintenance is discovered during any receiving, screening, in-process or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of QAR, CDQAR, or CDI.

S. Oil Analysis Recommendation

This code is used when a need for maintenance is discovered as a result of a recommendation from the JOAP/NOAP.

U. Modification/SDLM/Overhaul/Airline Maintenance

This code is used when a need for maintenance is discovered during D-level maintenance.

V. Related Maintenance Action

This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only.)

W. In-Shop Repair/Disassembly for Maintenance

This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance. (Applies to levels 2 and 3 maintenance only.)

X. Test Bench/Engine Test Stand Operation

This code is used when a need for maintenance is discovered on aeronautical components installed in test benches, ready room, and line shacks, or when a need for maintenance is discovered during engine test stand operation.

Y. Upon Receipt or Withdrawal from Supply

This code is used when parts, components, or assemblies are received or withdrawn from supply and found to be discrepant upon installation.

NOTE: The use of when discovered codes is for the most part self-explanatory. In case of doubt, however, use the code which most logically identifies when the need for maintenance was discovered, that is, P would take precedence over C, and K would take precedence over M.

Code Explanation for Support Equipment, Precision Measuring Equipment, and Aeronautical Expeditionary Airfield Equipment

C. Equipment Operation - Caused Equipment Downtime

This code is used when a need for maintenance is discovered during equipment operation and equipment down time results.

D. Equipment Operation - Did Not Cause Equipment Downtime

This code is used when a need for maintenance is discovered during equipment operation and no equipment downtime results.

F. Unscheduled Maintenance/Preservation/Depreservation

This code is used when a need for maintenance is discovered during unscheduled maintenance or preservation/depreservation.

G. Acceptance and Transfer Inspection

This code is used when a need for maintenance is discovered during an acceptance or transfer inspection.

J. Local Inspection/Shift Verification

This code is used when a need for maintenance is discovered during either an inspection required by local command or a verification check on SE between shifts.

M. Scheduled Inspection

This code is used when a need for maintenance is discovered during any scheduled inspection using MRCs.

O. Administrative

This code is used when an administrative action is required, for example, inspection documents, items removed and replaced for check/test/service, cannibalization, or removal and reinstallation to FOM.

P. Operational System Check

This code is used when a need for maintenance is discovered during a systems test conducted to discover defects and maladjustments.

Q. Conditional Inspection/AIMD Calibration

This code is used when a need for maintenance is discovered during an inspection/calibration which does not have a prescribed interval and depends upon occurrence of certain circumstances or conditions.

R. QA Inspection

This code is used when a need for maintenance is discovered during any receiving, screening, in-process or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of QAR, CDQAR, or CDI.

S. Oil Analysis Recommendation

This code is used when a need for maintenance is discovered as a result of a recommendation from the JOAP/NOAP.

T. Scheduled Calibration at AIMD

This code applies to PME only and is used by the AIMD when a need for maintenance is discovered during scheduled calibration.

U. D-Level Maintenance/Calibration

This code is used when a need for maintenance is discovered during a D-level maintenance or calibration.

V. Related Maintenance Actions

This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only.)

W. In-Shop Repair/Disassembly for Maintenance

This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance.

Y. Upon Receipt or Withdrawal from Supply

This code is used when parts, components, or assemblies are received or withdrawn from supply and found to be discrepant upon installation.

Code Explanation for Missiles, Missile Targets, Target Engines, and Airborne Mine Countermeasures Equipment

A. Before Flight - Abort - Launch Crew

This code is used when a need for maintenance is discovered by a launch crew before flight which makes it necessary to abort the mission.

B. Before Flight - No Abort - Launch Crew

This code is used when a need for maintenance is discovered by a launch crew before flight and it is not necessary to abort the mission.

C. In-Flight - Abort

This code is used when a need for maintenance is discovered in-flight and it becomes necessary to abort the mission.

D. In-Flight - No Abort

This code is used when a need for maintenance is discovered in-flight and it is not necessary to abort the mission.

G. Acceptance and Transfer Inspection

This code is used when a need for maintenance is discovered during initial buildup and test, acceptance or transfer inspection.

H. Between Flights - Ground Crew

This code is used when a need for maintenance is discovered by ground crew personnel other than the launch crew, for example, a maintenance crew member notices an oil leak from an engine while the target or AMCM sled is in the hangar between operations.

J. Daily Inspection

This code is used when a need for maintenance is discovered during a daily inspection which is performed independently of any other inspection.

K. Prelaunch or Turnaround Inspection

This code is used when a need for maintenance is discovered during a prelaunch or turnaround inspection.

L. Special Inspection, Preservation/Depreservation

This code is used when a need for maintenance is discovered during a special inspection or preservation/depreservation.

M. Post Launch Rehabilitation Inspection

This code is used when a need for maintenance is discovered during rehabilitation inspection of a target, after recovery.

O. Administrative

This code is used when an administrative action is required, for example, inspection documents, check/test/service, cannibalization, FOM.

P. Test and Evaluation Flight or Operational System Check

This code is used for all needs for maintenance discovered during a flight which was conducted for the sole purpose of testing a target, target engine, accessories, or installed equipment; or when an AMCM system test is conducted for the sole purpose of discovering defects and maladjustments.

Q. Conditional Inspection

This code is used when a need for maintenance is discovered during an inspection which does not have a prescribed interval and depends upon the occurrence of certain circumstances or conditions, for example, retest console, combined systems check, hot start, and handling damage.

R. QA Inspection

This code is used when a need for maintenance is discovered during any receiving, screening, in-process or final QA inspection (scheduled or unscheduled) conducted by personnel acting in the capacity of QAR, CDQAR, or CDI.

S. Oil Analysis Recommendation

This code is used when a need for maintenance is discovered as a result of a recommendation from the JOAP/NOAP.

V. Related Maintenance Action

This code is used when a need for maintenance by another work center is discovered during a related maintenance action. (Used by assisting work centers only)

W. In-Shop Repair/Disassembly for Maintenance

This code is used when a need for maintenance is discovered during in-shop repair/disassembly for maintenance.

X. Upon Receipt or Withdrawal from Supply

This code is used when parts, components, or assemblies are received or withdrawn from supply and found to be discrepant upon installation.

WORK CENTER CODES

The following standard work center codes are prescribed for use in the MDS. Work centers may be division, branch, or section level elements of the organization representing functional areas of responsibility to which maintenance personnel are permanently assigned.

Work center codes will be selected from this appendix and assigned locally to the depth necessary to reflect the organizational structure in effect.

Work center codes in this section are structured to correspond with a standard organization. These codes may be changed only with approval of COMNAVAIRFOR (N422). Recommendations for changes will be submitted per [Chapter 1](#).

TABLE OF WORK CENTER CODES

Organizational and Intermediate Level Activities Only

<u>Code</u>	<u>Function</u>
010	Maintenance Officer
01A	Assistant Maintenance Officer
01B	Training/ASM
01C	Manpower
01D	SEAOPDET
01E	AIRSpeed Continuous Process Improvement
011	Maintenance/Material Control Officer
012	General Maintenance Officer Afloat (IM-2)
013	Avionics/Armament Officer Afloat (IM-3)
014	SE Officer Afloat (IM-4)
015	Support Services Officer Afloat(IM-5)/Ashore
020	Maintenance/Production Control
021-023	May be assigned only upon approval of ACC/TYCOM
024	Power Plants Production Control (IMA only)
025	Airframes Production Control (IMA only)
026	Avionics Production Control (IMA only)
027	Armament Production Control (IMA only)
028	Aviation Life Support Systems Production Control (IMA only)
029	Support Equipment Production Control (IMA only)
02M	AMCM Maintenance Control
02N	NALCOMIS MDBA/A, SA/A
030	Maintenance Administration
040	Quality Assurance/Analysis
04A	Technical Library
04B	Ground Safety
04C	Analysis (non-NALCOMIS site)
04D	Quality Management/Verification
050	Material Control
05A	Material Screening (AMSU)
05B	Material Procurement/Accounting
05C	Accountable Material/IMRL Manager
05D	Aviation Tool Issue/Tool Control Center
05H	Hazardous Material Control
05M	AMCM Material Control
05X	MRM Material Control
055	MRM/Surface Support
060	Not assigned
070	Contractor/NAESU/Technical Services Representatives

<u>Code</u>	<u>Function</u>
080	Not assigned
08A	Not assigned
08B	Not assigned
08C	Not assigned
08D	Not assigned
08E	Not assigned
08F	Not assigned
08G	Not assigned
08H	Not assigned
08L	Not assigned
08M	Not assigned
08N	Not assigned

Organizational Level Activities Only (Note 1)

<u>Code</u>	<u>Function</u>
100	Aircraft Division
110	Power Plants Branch
11A	Jet Engine Shop
11B	Reciprocating Engine Shop
11C	Auxiliary Fuel Stores/Tanker Shop
11P	Propeller Shop
118	Not assigned
120	Airframes Branch
12A	Structures Shop
12B	Hydraulic Shop
12C	Corrosion Control Shop
128	Not assigned
130	Aviation Life Support Systems Branch
13A	Aircrew Personal/Protective/Survival Equipment Shop
13B	Egress/Environmental Systems Shop
138	Not assigned
140	Periodic Maintenance Branch
150	Targets Branch
15A	Missile Targets Shop
15B	Miscellaneous Targets Shop
160	AMCM Department
16A	Device Division
16B	AV/WEPS Division
16C	Tactical Support Division (Note 2)
170-180	Not assigned
190	Aviation Training Equipment Division
200	Avionics/Armament Division
210	Electronics Branch
213	Electronic Countermeasures (Marine Corps only)
215	Special Projects
218	Not assigned
220	Electrical/Instrument Branch
228	Not assigned
230	Armament Branch
238	Not assigned
240	Reconnaissance/Photo Branch
24A	Aerial Camera Shop
24B	Sensor Systems Shop
250	ASCAC/TSC Branch (Note 3)
260	RADAR/Fire Control Branch

268	Not assigned
270	Anti-submarine Warfare Branch
280	Integrated Weapons Branch
288	Not assigned
290	Not assigned
300	Line Division
310	Plane Captain Branch
310	Power Line (Marine Corps only)
318	Not assigned
31P	Propeller Repair Shop (Marine Corps only)
320	Troubleshooter Branch
330	Support Equipment Branch
340	Transient Maintenance Branch
350	Flight Crew Branch
360	Configuration Branch
361-390	Not assigned

Intermediate Level Activities Only (Note 4)

<u>Code</u>	<u>Function</u>
400	Power Plants Division
410	Jet Engine Branch
411	Jet Engine Component Repair Shop
412	Auxiliary Power Units/Support Equipment Gas Turbine Engines
413	Afterburner Shop
414	Power Plants Module Repair Shop
415	Power Plants Can-UnCan Shop
41A	J52 Engine Repair Shop
41F	J85 Engine Shop
41H	TF34 Engine Repair Shop
41L	T56 Engine Repair Shop
41M	T58 Engine Repair Shop
41N	T64 Engine Repair Shop
41Q	T400 Engine Repair Shop
41R	T700 Engine Repair Shop
41T	F402 Engine Repair Shop
41U	F404 Engine Repair Shop
41V	F414 Engine Repair Shop
430	Propeller Branch
431	Propeller Component Repair Shop
440	Rotor Dynamics Branch
450	Test Cell for Engine Model #1
451	Test Cell for Engine Model #2
460	Auxiliary Fuel Stores Branch
470	JOAP/NOAP Analysis Lab
480	Power Plants Welding Shop
500	Airframes Division
510	Structures Branch
51A	Structures Shop
51B	Paint Shop
51C	Welding Shop
51D	Machine Shop
51E	Tire/Wheel Shop
51F	Composites Repair Shop
51G	Engraving Shop
520	Hydraulics/Pneumatics Branch
52A	Hydraulics Shop

52B Brake Shop
52C Strut Shop
530 IMA NDI Branch
53A Radiography Shop
53B Electrical/Chemical Shop
540 Electro-Plating/Anodizing Branch (Note 5)
550-590 Not assigned
600 Avionics Division
60A Avionics Corrosion Control Branch
610 Comm/Nav Branch
61A Communication Shop
61B Navigation Shop
61C Mission Computer Shop
61D COMSEC/CRYPTO Repair Shop
620 Electrical/Instrument Branch
62A Electric Shop
62B Instrument Shop
62C Battery Shop, Lead Acid
62D Battery Shop, Nickel Cadmium
62E CSD/Generator Shop
62F Inertial Nav Shop
630 Fire Control RADAR Branch
63A AWG-9 CTS
63B AWG-9 C&D
63C AWG-9 RFTS
63D APG-65 RSTS Related TPS
63E APG-65/73 CASS WRAs and Related TPS
63F AWG-9 CASS WRAs and Related TPS
63G AWG-9 LFTS
63H AWG-9 MTS
640 Radar/ECM Branch
64A Non-Fire Control Radar Shop
64B ECM Shop
64C DECM Shop
64D FLIR/Optical Shop
64E DECM Pod Shop
64F EA6B ALQ-99 Shop
64G ALQ-99 CASS WRAs and Related TPS
64H S-3 CASS WRAs and Related TPS
64I Misc ECM CASS WRAs and Related TPS
64J Misc DECM CASS WRAs and Related TPS
650 Integrated Weapons System Branch
65A RADCOM Station Maintenance
65B Misc Avionics (CASS) WRAs
65C CASS Bench Maintenance and Misc Avionics (CASS) TPS
65D Misc Avionics WRAs (RADCOM) SACE Radar Shop
65E Weapons System Missile Component Shop
65F FTE/DTS (Factory Test Equipment/Digital Test Station) Shop
65G ATS/IATS
65H ATS/IATS Station Maintenance
660 ASW Branch
66A Acoustic Equipment Shop
66B Non-Acoustic Equipment Shop
670 PME Branch/Field Calibration Activity (FCA)
67A PME Receipt and Issue
67B PME Electrical/Electronic Calibration Shop
67C PME Physical/Mechanical Calibration Shop

67D PME TMDE Repair Shop
67E Computer Repair Shop
680 Reconnaissance/FLIR Branch
68A Unassigned for future use
68B TFLIR/ATFLIR Pod Maintenance Shop
68C Unassigned for future use
690 Module/Microminiature Repair Branch
69A HTS Module Test/Trouble Shooting Shop
69B Micro/Miniature Repair Shop
69C Cable/Connector Repair Shop
69D CAT IIID Module Test/Trouble Shooting Shop
69E Module Analysis Shop
69F EMTC Module Test/Trouble Shooting Shop
69G HATS Module Test/Trouble Shooting Shop
69H Point to Point Testing/Circuit Card Test and Repair Systems
700 Armament Division
710 Ordnance Branch
71A Armament Equipment Pool
71B Gun Shop
71C Armament Equipment Repair Shop
71D Racks/Launcher Shop
71E Tow Reel Repair Shop
720 Special Weapons Branch
72A Special Weapons Test/Repair Shop
730 Weapons Department
731 Armament Weapons Support Equipment
732-739 Not assigned
740 Airborne Mine Countermeasures (AMCM) Branch
74A AMCM Sled Shop
74B AMCM Structural Component Repair Shop
74C AMCM Avionic/Electric Component Repair Shop
74D AMCM Hydraulic Component Repair Shop
750-790 Not Assigned
800 Aviation Life Support Systems Division
810 Aviators Safety and Survival Equipment Branch
81A Parachute Shop
81B Aviators Safety Equipment Shop
81C Oxygen Regulator and Equipment Shop
81D Ejection Seat Shop
820 Oxygen/Nitrogen Generating Facility
830-890 Not assigned
900 Support Equipment Division
901 SE Training/License
902 SE IMRL Management
903 SE Material Control
904 SE Rework Facility
90A SE Pool
910 SE Gas Engine Repair Branch
91A SE Gas Turbine Repair Shop
91B Aircraft Handling/Serviceing Equipment Engine Repair Shop
920 SE Structural/Hydraulic Branch
92A SE Structural Repair Shop
92B SE Hydraulic Repair Shop
92C Lox/Oxygen/Nitrogen Serviceing Equipment Repair Shop
92D SE Corrosion Control Branch
930 SE Electrical Repair Branch

940	SE Component Repair Branch
950	SE Periodic Maintenance Branch
960	Installed/Combat Air Start Branch
970	Air Conditioning Repair Branch
980	Flight Deck Troubleshooter Branch
990	Mobile Maintenance Facility Support Branch

Activities with Artisans Assigned Only (Notes 6 and 7)

<u>Code</u>	<u>Function</u>
420	Jet Engine Branch (Artisan)
421	Jet Engine Component Repair Shop (Artisan)
422	APU/SE Gas Turbine Repair Shop (Artisan)
423	Afterburner Repair Shop (Artisan)
424	Power Plants Module Repair Shop (Artisan)
42A	J52 Engine Repair Shop (Artisan)
42H	TF34 Engine Repair Shop (Artisan)
42L	T56 Engine Repair Shop (Artisan)
42M	T58 Engine Repair Shop (Artisan)
42N	T64 Engine Repair Shop (Artisan)
42Q	T400 Engine Repair Shop (Artisan)
42R	T700 Engine Repair Shop (Artisan)
42T	F402 Engine Repair Shop (Artisan)
42U	F404 Engine Repair Shop (Artisan)
42V	F414 Engine Repair Shop (Artisan)
432	Propellers and Propeller Component Repair Shop (Artisan)
452	Test Cell (Artisan)
462	Auxiliary Fuels Stores Branch (Artisan)
51H	Structures Shop (Artisan)
51L	Paint Shop (Artisan)
51M	Welding Shop (Artisan)
51N	Machine Shop (Artisan)
51P	Tire/Wheel Shop (Artisan)
51Q	Composite Repair Shop (Artisan)
51X	Structures Branch (Artisan)
52D	Hydraulic Shop (Artisan)
52E	Brake Shop (Artisan)
52F	Strut Shop (Artisan)
52X	Hydraulic/Pneumatic Branch (Artisan)
531	NDI Branch (Artisan)
53C	Radiography Shop (Artisan)
53D	Electrical/Chemical Shop (Artisan)
54A	Electro-Plating/Anodizing Branch (Artisan)
60B	Avionics Corrosion Control (Artisan)
61F	Communications Shop (Artisan)
61G	Navigation Shop (Artisan)
61L	Mission Computer Shop (Artisan)
61M	COMSEC/Crypto Repair Shop (Artisan)
61X	COMM/NAV Branch (Artisan)
62G	Electric Shop (Artisan)
62H	Instrument Shop (Artisan)
62J	Lead/Acid Battery Shop (Artisan)
62K	Nickel/Cadmium Battery Shop (Artisan)
62L	CSD/Generator Shop (Artisan)
62M	Inertial NAV Shop (Artisan)
62X	Electrical/Instrument Branch (Artisan)
63J	APG-65/73 CASS WRAs and Related TPSs (Artisan)

63X	Fire Control Radar Branch (Artisan)
64K	Non Fire Control Radar Shop (Artisan)
64L	ECM Shop (Artisan)
64M	DECM Shop (Artisan)
64N	FLIR/Optical Shop (Artisan)
64P	DECM POD Shop (Artisan)
64Q	EA-6B ALQ-99 Shop (Artisan)
64R	ALQ-99 CASS WRAs and Related TPSs (Artisan)
64S	S-3 CASS WRAs and Related TPSs (Artisan)
64T	Misc ECM CASS WRAs and Related TPSs (Artisan)
64U	DECM CASS WRAs and Related TPSs (Artisan)
64X	Radar/ECM Branch (Artisan)
65J	RADCOM Station Maintenance (Artisan)
65K	Misc Avionics (CASS) WRAs (Artisan)
65L	CASS Bench Maintenance and Misc Avionics (CASS) TPSs (Artisan)
65N	Weapons Systems Missile Components Shop (Artisan)
65P	ATS/IATS (Artisan)
65Q	ATS/IATS Station Maintenance (Artisan)
65R	FTE/DTS/RADCOM Shop (Artisan)
65X	Integrated Weapons System Branch (Artisan)
66C	Acoustic Equipment Shop (Artisan)
66D	Non Acoustic Equipment Shop (Artisan)
66X	ASW Branch (Artisan)
67F	PME Electrical/Electronic Calibration Shop (Artisan)
67G	PME Physical/Mechanical Calibration Shop (Artisan)
67H	PME TAMS Repair Shop (Artisan)
67J	Computer Repair Shop (Artisan)
67X	PME Branch/Field Calibration Activity (Artisan)
68D	FLIR/ATFLIR Shop (Artisan)
68X	Reconnaissance/Photo Branch (Artisan)
69J	HTS Module Test/Trouble Shooting Shop (Artisan)
69K	MICRO/Miniature Repair Shop (Artisan)
69L	Cable/Connector Repair Shop (Artisan)
69M	CAT IIID Module Test/Trouble Shooting Repair Shop (Artisan)
69N	Module Analysis Shop (Artisan)
69P	EMTC Module Test/Trouble Shooting Shop (Artisan)
69Q	Pinpoint/Protrack (Artisan)
69X	Module/Microminiature Repair Shop (Artisan)
81X	ALSS/Ejection Seat Shop (Artisan)

Other

<u>Code</u>	<u>Function</u>
X00	Miscellaneous
X10	Supply (MAG/Navy)
X20	In-Flight Maintenance (Note 8)
X30	Away-from-Home Maintenance (Note 9)
X40	For Optimized NALCOMIS only. Standard Rework Control (level 3) (Note 10)
X41	Standard Rework O-level (level 1) (Note 11)
X42	Standard Rework I-level (level 2)
X43	Assistance Teams - All man-hours expended by special assistance teams, for example, personnel from FRCs, factory personnel (excluding TECH REPS), are documented to this work center. Also, general work center for assistance
X44	In Service Repair (level 3)
X45	Modification (level 3)

NOTE: Work Center Codes X50 through X5T are for contractor use only.

X50	Contractor Support
X55	Paint Shop
X59	Support Equipment Shop
X5A	ATE Lab
X5B	Battery Locker
X5C	Calibration Lab
X5D	Parachute Packing
X5E	Test Cell Maintenance
X5F	Flotation Shop
X5L	Prop Shop
X5P	Oxygen Shop
X5S	Weld Shop
X5T	Tire Shop

Temporary ([Notes 4](#) and [12](#))

<u>Code</u>	<u>Function</u>
1T	Aircraft Division Temporary Work Center Code. Use 1T1 for 1st work center, 1T2 for 2nd etc. (Organizational Maintenance Activities Only)
2T	Avionics/Armament Division Work Center Code. Use 2T1 for 1st work center, 2T2 for 2nd etc. (Organizational Maintenance Activities Only)
3T	Line Division Work Center Code. Use 3T1 for 1st work center, 3T2 for 2nd etc. (Organizational Maintenance Activities Only)
4T	Power Plants Division Work Center Code. Use 4T1 for 1st work center, 4T2 for 2nd etc. (Intermediate Activities and/or Activities with Artisans Assigned Only)
5T	Airframes Division Work Center Code. Use 5T1 for 1st work center, 5T2 for 2nd etc. (Intermediate Activities and/or Activities with Artisans Assigned Only)
6T	Avionics Division Work Center Code. Use 6T1 for 1st work center, 6T2 for 2nd etc. (Intermediate Activities and/or Activities with Artisans Assigned Only)
7T	Armament Division Work Center Code. Use 7T1 for 1st work center, 7T2 for 2nd etc. (Intermediate Activities and/or Activities with Artisans Assigned Only)
8T	Aviation Life Support Systems Division Work Center Code. Use 8T1 for 1st work center, 8T2 for 2nd etc. (Intermediate Activities and/or Activities with Artisans Assigned Only)
9T	Support Equipment Division Work Center Code. Use 9T1 for 1st work center, 9T2 for 2nd etc. (Intermediate Activities and/or Activities with Artisans Assigned Only)

- NOTES:**
- 1. O-level work center codes may be assigned or used by an IMA/FRC if the IMA/FRC is responsible for performing O-level maintenance functions.**
 - 2. This work center to be used for local organization purposes only. No documentation in the aviation 3M Data System.**
 - 3. Work Center 250 will ordinarily be under the administrative control of the local operations department.**
 - 4. I-level work center codes may be assigned or used by an O-level activity, if the O-level is designated as responsible for performing I-level maintenance function.**
 - 5. May be used only when the IMA/FRC has been specifically designated by COMNAVAIRSYSCOM to perform the function (formerly "SX").**
 - 6. (For FRC and MALS only) All work centers that include the terms division and branch, for example, 400, 500, 600, 51X, and 62X, are considered administrative work centers. Administrative functions may be combined at the branch or division level for work centers with minimal manning, however, a more specific work center code shall be used for the documentation of maintenance and production efforts.**
 - 7. Artisan work centers are considered virtual work centers and were designed to capture maintenance and production data only. They are not intended to maintain administrative processes, such as required reading boards, technical publication libraries, or associated collateral duties. The majority of these work centers do not contain enough personnel to maintain those administrative functions. These functions shall be maintained in the corresponding branch or traditional I-level work center.**
 - 8. In-flight maintenance will include all maintenance man-hours expended by aircrew or maintenance personnel while in flight.**
 - 9. Away from home maintenance includes all maintenance man-hours expended on aircraft while aircraft is in a transient status, such as check flights and evacuation flights.**
 - 10. The occurrence of standard rework (on-site) will be documented by Maintenance Control. The control MAF/WO will be issued to X40.**
 - 11. To provide accurate man-hour accounting by rate, corrective maintenance actions shall be documented against the host work center whenever practical, for example, 110 and 120.**
 - 12. When new capabilities are required for repair of items not supported by work centers per this instruction, these codes only are authorized for use. A deviation request shall be submitted describing what the temporary code is being used for after local assignment to facilitate the assignment of a permanent code, update of this instruction, and update to NALCOMIS software.**

**ACTION CODES FOR AIRCRAFT INVENTORY READINESS AND REPORTING
SYSTEM (AIRRS)**

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

CODES	ACTION	INSTRUCTIONS FOR USE
A	DON Acceptance	Used to report the acceptance of new aircraft into the naval inventory. Acceptance actions are reported only by NASC FS reporting custodians. Use Action Code Y to report reinstatement of previously stricken aircraft, aircraft acquired from other services, or aircraft that have been pre-accepted using Action Code P.
F	(Non-IMC/P aircraft)	Receipt at the end of an OSP. Used only by NASC FS reporting custodians to report: receipt of aircraft for Standard Rework; storage; or retirement at the end of an OSP. When using Action Code F, adjust PED to the month and year of the date of action. Adjust OSM to reflect total operating service months expended in service life as of PED. If preceded by an E action XRAY from an operating unit prior to a decision to change reporting custody, PED and OSM will remain unchanged from those reported on E Action Code XRAY.
G	(Non-IMC/P aircraft only)	Used by reporting custodians of CNAF (LANT/PAC), CNAFR, CNATRA, and NASC to report receipt of an aircraft at Start of Operating which is beginning (not resuming) an operating service period or fixed service period. The use of the G Action Code occurs on receipt of new production aircraft, aircraft returning from standard Rework (SDLM), AGE Exploration, ACI/AWI or receipt of PDM.
R	Receipt for other than action codes F or G.	Used by reporting custodians of all ACCs.
Y	Reinstatement	Used only when reporting the reinstatement of a previously stricken aircraft, addition of a used (not new production) aircraft to the naval inventory, or aircraft that have been pre-accepted using Action Code P.

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

CODES	ACTION		INSTRUCTIONS FOR USE
E	End of Operating Period	Service	End of operating service period. Used by CNAF, CNAFR, CNATRA, and CNASC TE/FS reporting custodians. Reports termination of an operating service period or induction of aircraft into SDLM, Age Exploration, or ACI/AWI. When using Action Code E adjust PED and OSM to the month and year of the date of action.
H	Start of Operating Period (non-IMC/P only)	Service aircraft	Used by LANT, PAC, CNAFR, CNATRA, and NASC TE reporting custodians. Reports an aircraft that has completed standard rework and is beginning (not resuming) an operating service period.
L	Change of Location To		Used only for Part II of location change XRAYs.
M	Model Designation Change		Reports change in model designation when an aircraft is converted. Enter the new model designation in item Model Designation data element on the first and subsequent XRAYs reporting the aircraft entering the conversion process. If the model designation change is directed by administrative action (no depot rework involved), retain in the status code previously reported. XRAYs reporting the aircraft entering the conversion process.
P	Pre-Accepted		NAVAIR ACC is the controlling custodian for Pre-accepted aircraft and on certain occasions requires visibility of these aircraft that are required to perform Contractor testing (CT) and Developmental testing (DT) prior to the final DD-250 and Navy acceptance. These aircraft will not be included in the active inventory, but they will be tracked under NAVAIR FS custody command code 72 for automated inventory tracking/visibility. NAVAIR ACC will manage the Pre-accepted aircraft inventory and be the point of entry for all Pre-accepted XRAYs. Only Status Code U70 is allowed. The only authorized Action Codes following Action Code P are Action Codes Y or S.
S	Strike		To be used only when reporting the strike (Status Code 1S0, 2S0, 3S0 or 4S0) of an aircraft. See Chapter 5 , Retirement and Strike of Naval Aircraft.
X	Other change		Used by all reporting custodians when no other action code applies.

A. STATUS CODE FOR USE WITH OPERATING AIRCRAFT

<u>ASSIGNED PRIMARY USE</u>	<u>IN OPERATING STATUS</u>
1. Combat	A10
Combat Support	A20
Undergraduate Aircrew Training	A30
2. Reserve Aircrew Training	A40
FRS Aircrew Training	A60
Operational Test and Evaluation	A70
Logistic Support	A80
Advanced Aircrew Training (FITWEPSCOL, NSWAC, TPS, Adversary, FTRG)	A90
Developmental Test and Evaluation	AJ0
Test Support Aircraft	AK0
Search and Rescue	AL0
Executive Transport	AM0
Flight Demonstration Squadron	AN0
Strategic Forces (TACAMO)	AS0
Other (Oceanographic/Antarctic Research)	AR0

NOTE: NASC FS reporting custodians will never report aircraft in their reporting custody in status codes A__.

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

For aircraft in-transit via surface/air oportune lift, use status codes KGK and KLK accordingly. Following XRAY sequence applies:

KGK - Awaiting transport/undamaged/non-flyable, Ninety-six hours prior to scheduled lift, aircraft are permitted to be placed in KGK awaiting transport.

KLK - In transport (air or surface)/undamaged/non-flyable.

KGK - Post transport reassembly, not to exceed 96 hours upon arrival at final destination.

A_0 - Back to operational or appropriate status.

B. STATUS CODES FOR DEPOT LEVEL MAINTENANCE (PIPELINE)

<u>Rework In</u>	<u>Enroute to Rework</u>		<u>Awaiting Rework</u>		<u>Process</u>
<u>Process</u>	By Flight/ <u>Airlift</u>	By <u>Surface</u>	<u>Flyable</u>	Not <u>Flyable</u>	

STANDARD DEPOT LEVEL MAINTENANCE (STANDARD REWORK) NOTE 2

SDLM	F10	FA0	E1_	EA_	D10
SDLM MOD	F20	FB0	E2_	EB_	D20
SDLM/CR DAM	F30	FC0	E3_	EC_	D30
IMC/P	F40	FD0	E4_	ED_	D4_
ACI/AWI	F50	FE0	E5_	EE_	D50

SPECIAL DEPOT LEVEL MAINTENANCE (SPECIAL REWORK)

Conversion	I10	IA0	H1_	HA_	G1_
Repair	I30	IC0	H3_	HC_	G3_
Modernization/ Modification	I40	ID0	H4_	HD_	G4_
ASPA Inspection					G5_
NAVAIR TE ProJ					
Install/Removal					G6_

Rework Process Complete in NASC FS
Awaiting Return to
Operating

Enroute to Operating Physical Custody
Unit from Rework

Aircraft RFI:

By Flight/ By
Airlift Surface

Awaiting Movement
Unassigned

BY1
BY2

C10

CA0

Not RFI:

BY3

NOTE: The third position of the status codes D__,E__, G__, or H__ will be reported as:

0 - Aircraft is located at FRC or commercial Rework Activity site for rework.

1 - Aircraft is located at other than FRC or Commercial Rework Activity site for rework to be performed by depot field team or awaiting transit to SDLM after ASPA non-deferral.

C. NEW AIRCRAFT IN PROCESS OF FIRST DELIVERY

(NAVAIR ACC USE ONLY)

Regular Acceptance

Provisional Acceptance

RFI:

Not RFI:

VF0

Awaiting Movement

BX0

Not RFI:

BA0

D. STATUS CODES FOR USE WITH BAILED, LOANED AND DRONE ACFT

STATUS	CODE
Contractor Held RDTE Custody Test Aircraft	TJ0
Contractor Held RDTE Custody Test Support	TK0
Contractor Held RDTE Custody Contractor Pending	TR0
Contractor Held RDTE Custody Other	TT0
Contractor Held FS Custody Other	TV0
On Loan from Navy FS Custody	U00
Under Lease from the Navy	U10
On Loan to the Navy RDTE Custody Test Aircraft	U60
On Loan to the Navy RDTE Custody Other	U50
Drones (Operating, In Rework or Stored)	Q00

E. STATUS CODE TO BE USED FOR CERTAIN PRE-ACCEPTED AIRCRAFT

(FOR NAVAIR ACC USE ONLY)

STATUS	CODE
Pre-Accepted Aircraft Requiring Accountability	U70

Used to account for certain aircraft involved in combined Contractor and Developmental flight testing prior to final DD-250 and Navy acceptance.

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

<u>Condition of Aircraft</u>	<u>Enroute to Reserve/Retention</u>	<u>In Storage Inactive Reserve Aircraft</u>			<u>Mobilization Reserve</u>
		<u>Flyable</u>	<u>Not Flyable</u>		
<u>Aircraft Service Life Not Complete - Standard Rework not Required</u>					
Undamaged Aircraft	J10	M10	M50	N10	
Damaged Aircraft	J10	M20	M60	N20	
Reconstitution Reserve		RR0			
Foreign Mil Sales	J11	M12	M51	N11	
<u>Standard Rework Required</u>					
Undamaged Aircraft	J10	M30	M70	N30	
Damaged Aircraft	J10	M40	M80	N40	
Foreign Mil Sales	J11	M31	M71	N31	
<u>Service Life Complete</u>					
Navy Use	J20	WA0	WC0	WE0	
Foreign Mil Sales	J21	WA1	WC1	WE1	

NOTE: With the exception of RR0 status code, all stored aircraft must be placed in NAVAIR FS custody. CNO (N98) authorization is required to place an aircraft in Reconstitution Reserve (RR0) status. RR0 status allows the cognizant ACC to store an aircraft as a reconstitution reserve asset without transferring the aircraft to NAVAIR FS custody. The intent is for short-term storage (1 year or less) when long-term storage is impractical. RR0 is not to be used to mask readiness problems. Aircraft placed in RR0 status shall be in flyable condition. Cannibalization of parts is not authorized while an aircraft is stored in RR0 status. Aircraft placed in dehumidification preservation will be placed in RR0 status.

G. RETIREMENT AND STRIKE

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

OPERATIONAL STATUS CATEGORY CODES

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

(2) Operational Status Category B, Work Up/Ready Duty/Surge Capable Units. At 90 days prior to embarkation on a deployment either aboard ship or to another station or facility outside CONUS, including Hawaii, or upon attainment of surge capability to include post deployment surge requirements.

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

(4) Operational Status Category D, Fleet Readiness Squadrons (FRS) only.

(5) Operational Status Category E, Non-deployable units, for example, NASC, CNET, and USMC non-fleet.

NOTE: Reporting custodians anticipating changes of operational status category or fleet assigned code will conduct advance liaison with TYPEWINGS, CVWs, CG MAWs or ACCs (as appropriate) to verify code changes and report submission.

FLEET ASSIGNED CODES

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

Fleet assigned codes fall within the following categories:

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

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

(3) Fleet Assigned Code 4. Reporting custodians aboard ship for deployment or major exercises (greater than 30 days) under Fourth Fleet OPCON. Geographically located in South America.

(4) Fleet Assigned Code 5. Reporting custodians aboard ship for deployment or major exercises (greater than 30 days) under Fifth Fleet OPCON. Geographically located in the Middle East.

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

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

(7) Fleet Assigned Code A. Those reporting custodians under CINCLANTFLT OPCON to include units not deployed and forward deployed (homeported) in the Atlantic area. Excludes reporting custodians under fleet assigned codes 2, 3, 4, 5, 6, or 7.

(8) Fleet Assigned Code P. Includes those reporting custodians under CINCPACFLT OPCON to include units not deployed and forward deployed (homeported) in the Pacific area. Excludes reporting custodians under fleet assigned codes 2, 3, 4, 5, 6 or 7.

ACTION CODES FOR USE ON AV-3M TRANSACTION CODES

TRANSACTION CODES	ACTION CODES
00	ACTION CODES G, R
02	ACTION CODES E, H, M, X
03	ACTION CODE S

NOTE 1: ACTION CODES NOT LISTED, DO NOT REQUIRE MAF GENERATED.

NOTE 2: CONVERSION NOT APPLICABLE TO OOMA UNITS.

ACTION CODES FOR USE ON AV-3M INVENTORY CODES

INVENTORY CODES	STATUS CODES
A	ALL A_
1	ALL D_
2	G_ (NOTE 2)
3	G_(NOTE 2)
4	ALL OTHERS
9	(COMPUTER GENERATED)

NOTE 1: INVENTORY CODES ARE NOT APPLICABLE TO OOMA UNITS

NOTE 2: DEPENDING ON PHYSICAL LOCATION (UNIT SITE OR FRC SITE)

STRIKE/DAMAGE CODE TABLE

CATEGORY (FIRST POSITION)	1 CATEGORY 1 STRIKE DUE DAMAGE	2 CATEGORY 2 STRIKE DUE DEPRECIATION	3 CATEGORY 3 STRIKE FOR ADMIN. REASONS	4 CATEGORY 4 STRIKE DUE COMPLETION OF SERVICE LIFE	5 CATEGORY 5 DAMAGE (A/C REPAIRABLE)
EMPLOYMENT (SECOND POSITION)	FLIGHT: A - UNIT TRAINING J - FERRY K - EXPERIMENT DEVELOPMENT, EVALUATION L - FLIGHT TEST M - UTILITY P - SEARCH AND RESCUE R - TRANSPORT S - ATTACK U - ANTI-AIR WARFARE V - RECONNAISSANCE W - AIR DEFENSE			NOT IN FLIGHT: 1 - PARKED ASHORE 4 - IN TOW OR NON-FLIGHT TAXI 5 - ABOARD SHIP 7 - LOADING OR UNLOADING 8 - UNDERGOING REWORK 9 - IN STORAGE	
CAUSE (THIRD POSITION)	NOT ENEMY ACTION INCIDENT TO FLIGHT: A - AIRCRAFT ACCIDENT OR INCIDENT EXCEPT WHEREVER D,E,F, BELOW ARE APPLICABLE D - GUN, ROCKET, OR MISSILE FIRE FROM DRONE EXPENDITURE (SEE F BELOW) E - MISSING; CAUSE UNKNOWN F - TARGET DRONE EXPENDITURE NOT INCIDENT TO FLIGHT: H - STORM (INCLUDING RESULTANT FIRES, COLLAPSE OR DAMAGE OF FACILITIES, ETC.) I - ACCIDENTAL DAMAGE BY OWN FORCES ORDNANCE (INCLUDING RESULTANT FIRES, ETC.) J - FIRE OR EXPLOSION (OTHER THAN H OR I ABOVE) K - DAMAGE FROM OTHER SURFACE INCIDENT (E.G., TOWING OR NON-FLIGHT TAXI ACCIDENT) L - AIRCRAFT ON LOAN TO NAVY RETURNED O - STANDARD SERVICE LIFE COMPLETE P - EXCESS TO INVENTORY REQUIREMENTS Q - OBSOLETE R - ADMINISTRATIVE ACTION, NOT ELSEWHERE CLASSIFIED			ENEMY ACTION INCIDENT TO FLIGHT: S - ENEMY ORDNANCE V - MISSING; CAUSE UNKNOWN Y - LANDING OR TAKE OFF MISHAP DUE TO ENEMY INFLICTED DAMAGE TO BASE FACILITY Z - SABOTAGE, CAUSING LOSS NOT INCIDENT TO FLIGHT: 1 - ATTACK BY ENEMY AIRCRAFT 2 - ORDNANCE FROM ENEMY SURFACE WEAPONS 5 - SABOTAGE, CAUSING LOSS 6 - SEIZURE OF BASE BY ENEMY 7 - IMMINENT OR PROBABLE CAPTURE BY ENEMY	
DISPOSITION (FOURTH POSITION)	APPLICABLE TO STRICKEN AIRCRAFT 1 - ROUTINE SALVAGE OR SARDIP FOR PARTS AND SCRAP 2 - MISSING, OR COMPLETELY DESTROYED, OR ECONOMICALLY INACCESSIBLE 3 - JETTISONED OR ABANDONED IN OPERATIONAL OR REPAIRABLE CONDITION, AS MILITARILY ADVANTAGEOUS TO DO SO 4 - INTENTIONALLY DESTROYED TO NULLIFY ITS CAPTURE OR INTERNMENT 5 - CANNIBALIZED, WHILE OTHERWISE IN OPERATIONALPAIRABLE CONDITION, AS AN OPERATIONAL RE QUIREMENT TO OBTAIN PARTS FOR OTHER A/C 6 - INTERNED BY FOREIGN POWER 7 - CAPTURED BY ENEMY 8 - TRANSFERRED TO NON-NAVY RECIPIENT 9 - DIVERTED TO GROUND TRAINING OR TECHNICAL USES WITHIN THE NAVY 0 - DISPOSITION INSTRUCTIONS UNKNOWN				
	APPLICABLE TO DAMAGED AIRCRAFT A - TO BE RESTORED BY ORGANIZATIONAL MAINTENANCE ACTIVITY B - TO BE RESTORED BY INTERMEDIATE MAINTENANCE ACTIVITY C - TO BE RESTORED BY DEPOT LEVEL MAINTENANCE FACILITY				