This revision replaces COMNAVAIRFORINST 4790.2B CH-1. COMNAVAIRFORINST 4790.2C contains the following highlights.

Chapter 1 - Introduction and Guide for Using the Naval Aviation Maintenance Program (NAMP) Instruction, Overview of the NAMP, and Organization for Naval Aviation Maintenance

1. Chapter rewrite.
2. Clarified the requirements for submitting a Deviation Request Letter.
3. Clarified I-level FRC vs D-level FRC.
4. Standardized policy for numbering and labeling multiple-page figures.
5. Added the word “must” to the list of words denoting a mandatory requirement, and changed the intended meaning for the word “will” to denote a mandatory requirement.

Chapter 2 - Aircraft Controlling Custodians (ACCs), Type Wing, and Carrier Air Wing (CVW)

1. Chapter rewrite.
2. Removed the requirement for Wings to monitor AIRSpeed metrics (O-level activities are not required to participate in AIRSpeed).
3. Moved AMI, MPA, and MCI procedures to a new Chapter 10 NAMPSOP.
4. Added metrics to ACC and Wing responsibilities for monitoring performance.
5. Added Actual Cost per Hour vs. Budgeted Cost per Hour (AFM and AVDLR) to Wing monitored metrics.
6. Added MAWs to the Type Wing section and authorized option of delegation of T/M/S specific responsibilities to the MAG.
7. Added an “Operational Commanders” section and included CVW and ACE responsibilities and metrics to recognize their unique and separate role from Type Wings or MAWs.

Chapter 3 - Maintenance Concepts, Programs, and Processes; Maintenance Unit Department; Division Organization; Manpower Management; and Aviation Officers

1. Clarified billet-specific responsibilities for accuracy of aircraft status and readiness reporting.
2. Replaced Aircraft Armament Equipment (AAE) with Aircraft Armament Systems (AAS).
3. Added requirement for I-level activities to perform a monthly review and purge of the OIMA CM BCM folder.
4. Added Unmanned Aircraft systems (UAS) reporting requirements.
5. Added clarification on the use of MAF, WO, and VIDS/MAF.

6. Deleted manpower and position management and classification training requirements from paragraph 3.4.

7. Updated Mobile Facility Table of Contents Part I and Part II Instructions and retitled OPNAV 4790/73A. Clarified MF Program policy and maintenance concepts, as well as LIR format changes incorporated by the MF Program.

8. Updated AIRSpeed/CPI information and clarified roles and responsibilities, Standard Operating Procedures (SOPs), and expected behaviors for Continuous Process Improvement (CPI) across Navy and Marine Corps aviation maintenance and supply activities in order to accelerate and sustain AIRSpeed/CPI.

9. Added Material Engineering Disposition Program (MEDP). This is a replacement for the D-Level Program “Material Review Board” that formerly resided in paragraph 7.6.13. It streamlined the process for dispositioning non-conforming material at Depot Level Fleet Readiness Centers ONLY.

10. Updated NAMP Weight and Balance requirements to align with the Aircraft Weight and Balance manual NA 01-1B-50 released 1 August 2015.

11. Revised X-ray NDI requirements for CVN and L-Class ships.

Chapter 4 - Marine Aviation Logistics Squadron (MALS) Maintenance, Ordnance, Supply Activity Organization, and Information Management Support

1. Explained the reporting criteria for EMRs, NAMDRPs, PQDRs, EERs, CODRs, TPDRs, and CODR/EER Engineering Investigation Reports.

2. Replaced Aircraft Armament Equipment (AAE) with Aircraft Armament Systems (AAS).

3. Added instructions for Aviation Ordnance to document the capture of weapons support man-hours to help determine current and future manning requirements.

4. Identified policy for MAG augmentation of the IMA and MALS Aviation supply personnel initiating D-level site customer service requests.

5. Updated AIRSpeed/CPI information and clarified roles and responsibilities, Standard Operating Procedures (SOPs), and expected behaviors for Continuous Process Improvement (CPI) across Navy and Marine Corps aviation maintenance and supply activities in order to accelerate and sustain AIRSpeed/CPI.

Chapter 5 - Maintenance Control, Production Control, and Material Control; Aircraft Logbook (Paper), Reports, and Configuration Management (CM) Auto Log-sets (ALS); and Aircraft Inventory Readiness and Reporting System (AIRRS)

1. Clarified ACC, Wing, and CVW responsibilities for overview of aircraft status and readiness reporting.

2. Authorized insertion of paper copies of technical directives and miscellaneous history forms when the Module Service Record is full.

3. Replaced Aircraft Armament Equipment (AAE) with Aircraft Armament Systems (AAS).

4. Added requirement for I-level activities to perform a monthly review and purge of the OIMA CM BCM folder.
5. Clarified the use of BCM codes 1, 2, 3, 6, and 8.
6. Updated the disposition requirements of serviceable logbook binders.
7. Added requirement to document the incorporation of the Mode 5 capability into the IFF System.
8. Added requirements for Unmanned Aircraft (UA) and Unmanned Aircraft System (UAS) Control Stations.
9. Permitted pencil entries in section I (Identification Data), block I (Reference) for equipment history records (EHR), and clarified the information required for Aircraft Armament Equipment.
10. Permitted BCM 4 actions in support of units in FAD III parts priority status when the lack of parts impacts the unit’s ability to meet directed readiness requirements.
11. Added clarification on the use of MAF, WO, and VIDS/MAF.
12. Authorized AMCM squadrons to use the “drag and drop” option in OMA NALCOMIS to build AMCM weapons systems.
13. Removed subjective, vague, and outdated compass calibration direction.
14. Updated references to reflect DECKPLATE AIRRS terminology and procedures for submitting XRAY reports.
15. Clarified Maintenance Control responsibilities for releasing aircraft Safe for flight.
16. Clarified high limit (+3 days or +10 percent) deviation procedures.
17. Revised the Assembly Service Record (ASR) form and procedures.
18. Simplified and clarified terminology of depot events and codes used in the Aircraft Inventory Readiness Reporting System (AIRRS).
19. Required aircraft to remain In Reporting while undergoing on-site Depot In Service Repair or Modification.
20. Added Structural Life Limits page to paragraph 5.2.1 NOTE 1 as a paper logbook form NOT required to be kept in the aircraft logbook or AESR.

Chapter 6 - Production Divisions; Work Center Supervisor; Maintenance Training; and Training, Special Processes Certification and Licensing

1. Clarified guidance authority for calendar and hourly-based aircraft and aircraft installed Aviation Life Support System inspections.
2. Clarified CNATT SJU-17 ejection seat course applicability.
3. Added clarification on the use of MAF, WO, and VIDS/MAF.
4. Removed subjective, vague, and outdated compass calibration direction.

Chapter 7 - Quality Assurance (QA)

1. Chapter rewrite.
2. Specified minimum qualification and paygrade requirements for QAR, CDQAR, and CDI designations.
3. Required Commanding Officers to designate QAR, CDQAR, and CDIs.

4. Required Commanding Officers to notify their Wing/MAG/ISIC of deviations from QAR, CDQAR, or CDI qualification requirements.

5. Required Wings to publish T/M/S training syllabus for QAR, CDQAR, and CDI’s.

6. Shifted responsibility for Work Center audits from QA to Division Officers.

7. Moved CTPL procedures to a new Technical Data NAMSOP in Chapter 10.

8. Revised SE Misuse and Abuse Reporting procedures.

Chapter 8 - Airborne Mine Countermeasures (AMCM) Systems Maintenance Department

No changes.

Chapter 9 – Material Management

Updated AIRSpeed/CPI information and clarified roles and responsibilities, Standard Operating Procedures (SOPs), and expected behaviors for Continuous Process Improvement (CPI) across Navy and Marine Corps aviation maintenance and supply activities in order to accelerate and sustain AIRSpeed/CPI.

Chapter 10 - Naval Aviation Maintenance Program Standard Operating Procedures (NAMPSOPs)

a. Chapter rewrite.

b. Changed and updated forms from CNAF to OPNAV and updated references.

1. Maintenance In-Service Training Program (paragraph 10.1):

a. Deleted the description of the Manpower and Training Coordinator (MP&T) duties from Chapter 10, Section 10.1 and added the MP&T Coordinator as billet in Chapter 3.

b. Specified responsibilities for Job Qualification Requirements (JQR).

c. Reduced NAMP indoctrination requirement to only first-term personnel and personnel reporting from a non-aviation activity.

2. Fuel Surveillance Program (paragraph 10.2):

a. Removed the option for IMAs to designate the SE Division Officer/CPO as Fuel Surveillance Program Manager.

b. Added requirement for shipboard Test Cell Operators to contact V4 Division, verify samples were taken and no contamination is present, prior to first engine run of the day.

c. Added requirement for Wing or MAW Model Managers to publish TMS-specific aircraft fuel surveillance training.

3. Navy Oil Analysis Program (NOAP) (paragraph 10.3):

a. Merged the Navy Oil Analysis Program and the Navy Oil Consumption Program into one NAMPSOP.
b. Added the requirement for all NOAP Labs to report staff rotation, lab results, and transfer files to the NOAP Office.

c. Revised the DD 2026 Oil Analysis Request form.

d. Updated the new NOAP and JOAP headquarters location.

4. **Aviators Breathing Oxygen (ABO) Surveillance Program (paragraph 10.4):**


c. Added NA 00-80T-96 to the reference list.

d. Defined “ABO personnel” and specified their training requirements.

e. Identified responsibilities of different levels of maintenance.

f. Required the CVW/ACE MO to designate a CVW/ACE squadron QAR to perform ABO audits on CVW LOX servicing operations when the composite unit is conducting training or is deployed.

g. Required the I-Level PTS and MAF for OBOGS Concentrators and Regulators, and Analyzer correlation documents to be retained in the program manager’s binder.

h. Required Analyzer Operators to perform at least 1 analysis every 6 months.

i. Expanded ABO Work Center Supervisor responsibilities.

j. Added specific responsibilities for ABO personnel.

k. Corrected nomenclature of NA 13-1-6 (series) publications to reflect actual titles.

l. Specified ABO personnel as those needing annual refresher training.

5. **Hydraulic Contamination Control Program (paragraph 10.5):**

a. Streamlined the NAMPSOP and extended program coverage to new aircraft and equipment having hydraulic contamination standards that are different from existing standards.

b. Removed the requirement for the program manager to keep Hydraulic Contamination Control Technician form (Figure 10.5-1) and the Qualification/Certification Worksheet form (10.5-2 and 10.5-30), for each method that a technician is qualified.

c. Removed the requirement for program managers to maintain a list of hydraulic components that require fluid analysis.

d. Required Type Wing or USMC Model Manager to publish a local command procedure (LCP) with standardized training syllabus, to include required reading, for each T/M/S for both initial and follow-on training.

e. Specified hydraulic sampling and analysis be performed after any maintenance which breaks the integrity of the hydraulic system.

f. Added the requirement for activities using the Electronic Particle Counter to also train and certify their Hydraulic Contamination Control Analysis Technicians to use the Hydraulic Fluid Analysis Kit.
g. Changed the requirement for the MO to develop an LCP to optional, vice required.

h. Modified Figure 10.5-3, Hydraulic Contamination Control Qual/Cert Worksheet to clarify 5 OJT sessions on Hydraulic Sample testing are required before a separate sample is performed for a QAR as the Practical Proficiency Test.

6. Tire and Wheel Maintenance Safety Program (paragraph 10.6)

a. Added a requirement to issue a local MRC to 7-day special inspection MRCs and preservation check MRCs to check tire pressure, if not already in the T/M/S MRC deck.

b. Added a requirement for Type Wings and MAWs to publish a local command procedure (LCPs) on Tire and Wheel Maintenance training, specific to the T/M/S aircraft supported.

c. Modified the requirement for qualification based on training at a previous command. Current requirement is passing the written test and demonstrating practical proficiency to a certified Tire/Wheel QAR. Modified the requirement to delete the written test and add completion of required reading.

d. Directed annual refresher training for certified personnel, vice "follow-on" training with no specified periodicity.

e. Made it a requirement, vice option, to have Tire and Wheel maintenance training aids on-hand.

7. NAMP Compliance Auditing Program (paragraph 10.7)

a. Deleted the requirements for QA to audit the following processes:

<table>
<thead>
<tr>
<th>Process</th>
<th>Responsibility</th>
</tr>
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<tbody>
<tr>
<td>SE Operator Training and Licensing</td>
<td>Airspeed</td>
</tr>
<tr>
<td>SE Preventive Maintenance System</td>
<td>MF</td>
</tr>
<tr>
<td>ICRL</td>
<td>AMMRL</td>
</tr>
<tr>
<td>TD Compliance</td>
<td>Material Control</td>
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<tr>
<td>Manpower Management</td>
<td>Data Analysis</td>
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<tr>
<td>Maintenance Control</td>
<td>Phase Maintenance</td>
</tr>
<tr>
<td>Production Control</td>
<td>Logs and Records</td>
</tr>
<tr>
<td>Weight and Balance</td>
<td>Aircraft Records and Reports</td>
</tr>
</tbody>
</table>

b. Directed minimum percentages for population sampling of program manager and QA Program Monitor audits.

c. Shifted responsibility for work center audits from QA to the Division Officer.

d. Reduced the periodicity of work center audits from every 6 months to every 12 months.

e. Renamed the QA Audit Program to NAMP Compliance Auditing Program.

f. Replaced Aircraft Armament Equipment (AAE) with Aircraft Armament Systems (AAS).

8. Technical Data Management (paragraph 10.8):

a. New NAMSOP that combined the NA 00-25-100 and COMNAVAIRPAC/LANTINST 4790.25 (PEMA) for managing technical data in O, I and D-level activities in order to better define procedures and responsibilities at the user level.

b. Incorporated recommendations from the NATEC AIRSpeed project on CTPL management procedures. Depot procedures were provided by COMFRC.
9. Naval Aviation Maintenance Discrepancy Reporting Program (NAMDRP) (paragraph 10.9):
   a. Complete rewrite with increased detail on the requirements, procedures, and responsibilities for submitting NAMDRP reports in clearer, more direct language and a more logical format than the existing NAMPSOP.
   b. Replaced Aircraft Armament Equipment (AAE) with Aircraft Armament Systems (AAS).
   c. Added Unmanned Aircraft Systems (UAS) to Acceptance Inspection Deficiency Report (AIDR).

    a. Provided direction to IMAs and Depots for TDs received after the engine starts the repair or test cycle.
    c. Added ACC Class Desk, Type Wing, and MAW responsibilities.
    d. Changed USMC TD Program Coordinator from someone assigned to Maintenance Admin to someone assigned to Maintenance Control or Production Control.
    e. Acknowledged there may be a need to perform multiple prototypes and requires COMNAVAIRSYSCOM approval.
    f. Added requirement for IMAs to submit requests to the ACC Class Desk to incorporate D-level TDs for which material, tools, technical data, and skills are available.

11. Foreign Object Damage (FOD) Prevention Program (paragraph 10.11):
    a. Required supplemental engine FOD Incident Report messages be submitted by the repairing I-level or D-level activity.
    b. Required the FOD Prevention and Investigation Team submit a written report on engine FOD that does not meet the requirement for submission of an Engine FOD Incident Report message.
    c. Directed annual refresher training on FOD Prevention.
    d. Required ACCs to conduct rolling 24-month trending of the FOD rate (per Flight Hour).

12. Tool Control Program (TCP) (paragraph 10.12):
    a. Added direction for annotating requisition information for tools purchased via government credit card or open purchase.
    b. Removes requirements to list the NSN on tool inventories.
    c. Directed CNAF O-level activities without an assigned Type Wing or MAW to submit TCM change requests and deviation requests to CNAF Code N422C.
    d. Split the Missing/Worn/Broken Tool Report into two separate reports.

    a. Added Emergency Reclamation Team, Preservation, and Painting requirements currently addressed in other areas of the NAMP.
b. Directed aircraft to be preserved if they have not been flown for 30 days or more.

c. Added responsibility for ISSC/FST to develop and sustain the Focus Area List (FAL).

d. Added responsibility for Wings to establish W/C 12C/Corrosion Team manning requirements specific to the T/M/S operated and the operational environment.

e. Added responsibility for Wings to coordinate with the FST to validate the FAL and develop corrosion mitigation strategies.

f. Added responsibility for CVW/ACE to verify Tactical Paint Scheme (TPS) compliance of deployed aircraft.

g. Added responsibility for the AMO to establish a corrosion training plan.

h. Added specific CC responsibilities for the MMCO.

i. Added FAL item training during NAMP indoctrination on CC program.

j. Directed the QA CC Program Monitor to periodically monitor work in progress for compliance with CC procedures.

k. Required Maintenance Control to verify correct CC documentation, and to make a recommendation to the MMCO to preserve or not preserve aircraft that have not flown in 14 days or more.

l. Required W/C Supervisors to verify personnel are knowledgeable on FAL and associated maintenance procedures, and to periodically spot check work in progress to verify personnel are adhering to CC procedures.

m. Reduced minimum AM and AS painter requirements for I-level activities, and added responsibility for the MO to establish the correct manning in relation to the IMA's workload.

n. Updated “A” school courses for required corrosion control training. Changed the Aircraft Corrosion/Control course (Course N-701-0013) for W/C 51B, 60A, and 92D supervisors to a requirement for W/C personnel. Clarified I-level AM (MOS 6062/6092) QAR Aircraft Corrosion/Control course requirement.

14. Plane Captain Qualification Program (paragraph 10.14):

a. Clarified Plane Captain qualification currency requirements for aircrewmen and semi-annual monitor requirements.

b. Removed Part V blocks from the OPNAV 4790/158 Plane Captain Designation form.

15. Egress/Explosive System Checkout Program (paragraph 10.15):

a. Added language to make it clear that squadrons receiving aircraft with fundamental changes in Egress/Explosives Systems must qualify initial instructors on the new systems, and then train and qualify all other personnel prior to their coming in contact with/performing maintenance on the aircraft.

b. Authorized Egress/Explosive Systems Checkout Qualification for a specific T/M/S and maintenance level to be honored at all units within the same Wing or MAW, until transfer or expiration.

c. Shifted responsibility from the squadron to their Type Wing or USMC T/M/S Model Manager for developing T/M/S-specific Egress/Explosive Systems Checkout training syllabus.
d. Shifted responsibility from the program manager to QA for ensuring contractors and other personnel not assigned to the command receive checkout.

e. Specified qualifications are valid until the last day of the requalification month; for example, someone Egress/Explosive Systems Checkout qualified on 10 January shall be qualified no later than 31 July.

f. Specifically stated Egress/Explosive Systems training will be done on the T/M/S aircraft being qualified for; using mock-ups or lectures only, are insufficient for qualification.


a. Clarified responsibilities for SE training and licensing.

b. Updated Figure 10.16-3 listing of SE requiring a license.

c. Added Figure 10.16-9 to list SE courses resulting in the award of a NEC/MOS usable in lieu of Phase 1 training.

17. Support Equipment (SE) Planned Maintenance System (PMS) Program (paragraph 10.17):

a. Deleted requirement for O-level activities operating Optimized Organizational Maintenance Activity (OMA) NALCOMIS to maintain hardcopy SE Custody and Maintenance History Records (OPNAV 4790/51) for permanently assigned SE.

b. Revised the SE Custody and Maintenance History Record (OPNAV 4790/51).

c. Deleted requirement for a QAR to be designated as SE PMS Program Monitor.

d. Clarified SE issue and temporary loan procedures.

e.Added responsibility for Division Officers to verify SE material condition during work center audits.

f. Directed OMMS-NG and SKEDS to be used to document scheduled and unscheduled maintenance for NAVSEA or NAVSUP equipment.

18. Naval Aviation Metrology and Calibration (METCAL) Program (paragraph 10.18):

Updated METCAL requirements, CASS NECs, and titles of Fleet Readiness Centers.


a. Deleted requirement for local procedures training by the command's HMC&M Supervisor to Work Center Supervisors and HMC&M Coordinators. Training is already given to Work Center Supervisors and HMC&M Coordinators by the ship or station HAZMINCEN.

b. Removed the option to use CHRIMP/HAZMINCEN generated reports in lieu of HAZMAT and HAZWASTE logs.


d. Added COMNAVAIRSYSCOM responsibilities to manage the AHML, review AHML changes, and respond to e-mail inquiries.

e. Updated the term "Material Safety Data Sheets" (MSDS) to "Safety Data Sheets" (SDS).
f. Allowed use of electronic logs for HAZMAT inventory and HAZWASTE Generation.

g. Moved AUL management and pre-deployment/pre-detachment coordination requirements from the HMC&M Manager to HMC&M Supervisor.

20. IMA Component Repair Review and ICRL Validation Procedures (paragraph 10.20):
   a. Directed standard procedures for IMA reviews of component repair performance, and provided detail on individual billet responsibilities.
   b. Directed component repair and ICRL reviews each May and November.
   c. Removed the obsolete term “Not Otherwise Coded” (NOC) from the NAMP.

21. Electrostatic Discharge (ESD) Protection and Electromagnetic Interference (EMI) Reporting Program (paragraph 10.21):
   a. Removed Figure 10.21-1: Common ESD Protective Materials.
   b. Removed the requirement for program managers to keep a list of all personnel that completed ESD/EMI training.
   c. Added requirement to submit Supply Deficiency Reports (SDRs) for ESDS items received from the Supply System that are improperly packaged.

22. Miniature/Microminiature (2M) Program (paragraph 10.22)

   Updated the requirement to perform training projects on 2M repair techniques not routinely encountered during normal 2M.

23. Gas Turbine Engine Test System (GTETS) and Global Test Facility (GTF) Operator Training and Certification Program (paragraph 10.23):

   Updated GTETS/GTF Operator and Qualifier training, designation, and proficiency requirements.

24. Aviation Maintenance Inspection (AMI), Maintenance Program Assessment (MPA), and Material Condition Inspection Program (MCI) (paragraph 10.24):
   a. Deleted the requirement for activities to submit a Self-Assessment Report to the AMMT prior to conducting an AMI.
   b. Deleted the requirement for Type Wings or MAWs to provide CNAF with a letter of findings of their AMI follow-up on “Off-Track” and “Needs More Attention” programs.
   c. Added responsibility for Type Wings or MAWs to organize a Maintenance Assessment Team (MAT) comprised of members from the maintenance staff to conduct MPAs and MCIs.
   d. Required AMI discrepancies to be categorized as Critical, Major, and Minor to help define the severity of discrepancies.
   e. Modified the scheduling of an AMI for deploying activities to their deployment date (or work-up cycle for CVN or L-Class) vice a calendar periodicity of 24-30 months.
   f. Changed the Maintenance Program “Assist” (MPA) label to Maintenance Program “Assessment” and stated that MPAs for AMI preparation are not required, nor desired.
   g. Changed the periodicity of the MPA to be mid-cycle between AMIs for deploying squadrons, and prior to the first at-sea period with CVW/ACE embarked for CVN and L-Class ship AIMDs.
h. Changed the requirement for performance of MPAs for non-deploying activities from mandatory to optional. If performed, MPAs will be performed mid-cycle between AMIs.

i. Modified the requirements for specifying that certain aircraft be included in the MCI.

j. Modified the requirements for specifying that all aircraft in preservation at the time of the MCI be inspected for correct preservation.

k. Modified the requirement to include deploying activities to receive a pre-deployment MCI, no later than 60 days prior to deployment, a mid-cycle MCI during the deployment, and a post-deployment MCI, no later than 60 days after return. Marine Corps Unit Deployment Program squadrons/detachments that assume custody of permanently sited aircraft shall receive an MCI 30 to 60 days prior to the end of their deployment.

l. Modified ACC responsibilities for publishing T/M/S Panel Area Lists of the minimum area to be inspected during MCIs.

Chapter 11 - Contract Maintenance, Commercial Derivative Aircraft Maintenance Programs, and Common Support Policies

No changes.

Chapter 12 - Classification of Commander, Fleet Readiness Center (COMFRC); Fleet Readiness Center (FRC) Organization; and In-Service Support Center (ISSC) Functions

1. Chapter rewrite.

2. Created standardization to improve consistency in execution, provide higher visibility of aircraft status, enable P&E process monitoring or management, and support improved Reliability Centered Maintenance analysis.

Chapter 13 - Naval Aviation Logistics Command Management Information System (NALCOMIS) and Naval Tactical Command Support System (NTCSS) Optimized Organizational Maintenance Activity (OMA) NALCOMIS Data Collection System Center (NDCSC)

Clarified billet specific responsibilities for accuracy of aircraft status and readiness reporting.

Chapter 14 - Introduction to the Maintenance Data System (MDS), MDS Reports, and MDS Analysis

Clarified billet specific responsibilities for accuracy of aircraft status and readiness reporting.

Chapter 15 - Organizational Level (O-Level) Maintenance Data System (MDS) Functions, Responsibilities, and Source Document Procedures

1. Added instructions for Aviation Ordnance to capture accumulated man-hours to help determine current and future manning requirements.

2. Removed the requirement for UAS to maintaining paper ADBs.

3. Added clarification on the use of MAF, WO, and VIDS/MAF.

4. Removed the obsolete term “Not Otherwise Coded” (NOC).

Chapter 16 - Intermediate Level (I-Level) Maintenance Data System (MDS) Functions,
Responsibilities, and Source Document Procedures

1. Added clarification on the use of MAF, WO, and VIDS/MAF.
2. Removed the obsolete term “Not Otherwise Coded” (NOC).

Chapter 17 - Aircraft Material Condition Readiness

Added readiness reporting requirement for Unmanned Aircraft Systems (UAS) Control Station.

Appendix A - Acronyms, Abbreviations, and Definitions

Updated acronyms, abbreviations, and definitions.

Appendix B - Forms and Reports

Changed all CNAF forms to OPNAV forms.

Appendix C - Directives and Publications

Added and updated directives and publications.

Appendix D - Local Command Procedures

Added note for D-level to use the LCP format specified in OPNAVINST 5215.17.

Appendix E - Maintenance Documentation Codes

1. Clarified the purpose, description, and structuring of the NAVAIR TEC/OOMA Assembly Codes.
2. Added organizational level activity work center code for UAS control station support.
3. Added root cause analysis codes. These codes are proposed in support of future NALCOMIS functionality supporting the Y code documentation and investigation process.
4. Added fiber optic repair action taken codes.
5. Added work center code 60C to appendix E for USMC and changed work center code 990 to USN.
6. Updated inventory codes, action codes, and status codes.
7. Added work center code 12L to the list of organizational level activities work center codes. It does not establish a requirement for an LO work center, nor any policy related to LO maintenance.
8. Deleted TEC codes and directed policy for TEC assignment and management to NAVAIR Manual 00-25-8.
9. Added malfunction codes to identify types of corrosion, severity of corrosion, document corrosion control treatment and removed malfunction code 170 from appendix E.
10. Simplified and clarified terminology of Depot events and codes used in the Aircraft Inventory Readiness Reporting System (AIRRS).
11. Added A_1 and A-2 status codes for aircraft undergoing on-site Depot In Service Repair or Modification.
Appendix F - Data Entry Procedures

No changes.