

NAMP INTERIM CHANGE 1 (10 July 2017)

RTTUZYUW RUCOSSA0026 1910026-UUUU--RHMCSUU.

ZNR UUUUU

R 100026Z JUL 17

FM COMNAVAIRPAC SAN DIEGO CA

TO AIG 428

INFO COMNAVAIRLANT NORFOLK VA

BT

UNCLAS

PASS TO CODES:

COMNAVAIRPAC SAN DIEGO CA//N42/N422//

COMNAVAIRLANT NORFOLK VA//N421/N423//

COMNAVAIRFORES SA DIEGO CA//N42//

SECINFO/-/-//

MSGID/GENADMIN,USMTF,2008/COMNAVAIRPAC SAN DIEGO CA//

SUBJ/NAVAL AVIATION MAINTENANCE PROGRAM INTERIM CHANGE 1//

REF/A/MSGID:DOC/COMNAVAIRFORINST 4790.2C/15JAN2017//

AMPN/Reference A is the Naval Aviation Maintenance Program (NAMP).//

POC/W.T. AINSWORTH/CIV/UNIT:COMNAVAIRFOR NAMP MGR/NAME: CNAP N422C/

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GENTEXT/REMARKS/-//

RMKS/1. The following NAMP Standard Operating Procedure (NAMPSOP) is added to Reference A, Chapter 10, and is effective immediately:

10.25 Long-Term Down Aircraft Management Procedures

10.25.1 References

- a. NAVAIR 15-01-500, Preservation of Naval Aircraft
- b. NAVAIR 01-1A-509-2, Cleaning and Corrosion Control, Volume II (Aircraft)

10.25.2 Introduction

10.25.2.1 This NAMPSOP applies to the management of all Navy and Marine Corps aircraft.

10.25.2.2 Long-Term Down (LTD) aircraft. For the purposes of the NAMP, a LTD aircraft is defined as an aircraft that has not flown for 90 days or more.

10.25.2.3 The possibility of material degradation increases when aircraft are not flown for long periods of time. Primary actions for minimizing the number of aircraft in LTD status are:

- a. Management of aircraft utilization.
- b. Standardized actions at specified times.
- c. OPNAV, COMNAVAIRFOR, NAVAIR, COMFRC, and NAVSUP WSS coordination in resolving systemic issues causing LTD status.

10.25.3 Requirements

10.25.3.1 LTD aircraft must be preserved at the most appropriate level specified in NAVAIR 15-01-500. Factors to consider in determining the preservation level:

- a. Length of time the aircraft is expected to be inactive. See paragraphs 10.25.3.2, 10.25.3.3, and 10.25.3.4 for direction.
- b. Environmental conditions (parked inside or outside, temperature and humidity levels, proximity to salt water, etc.).
- c. Whether the aircraft is being actively maintained (repairs are ongoing and scheduled maintenance is being performed).
- d. Impact of missing parts to the aircrafts integrity (missing flight surfaces, panels, engines, etc.).
- e. The ultimate disposition of the aircraft (induction into the depot for repair, transfer to Aerospace Maintenance and Regeneration Group (AMARG), strike, etc.).

10.25.3.2 Aircraft expected to be non-operational for up to 365 days must be placed in Level II preservation, unless being actively worked to return to flying status. Actively worked is defined as all special inspections being performed and maintenance is on-going to repair and fly the aircraft before reaching 365 days of non-operation.

10.25.3.3 Aircraft expected to exceed 365 days of non-operation should be Level III preserved per NAVAIR 15-01-500.

10.25.3.4 Aircraft undergoing a scheduled depot rework or repair at the depot should be placed in Level IV preservation per NAVAIR 15-01-500.

10.25.3.5 LTD aircraft having preservation Maintenance Requirements Cards (MRCs) will be inspected and the preservation maintained per the applicable preservation MRCs.

10.25.4 Responsibilities

10.25.4.1 Aircraft Controlling Custodians

- a. Coordinate with NAVSUP and NAVAIR to resolve factors causing long-term non-operational status.
- b. Manage the distribution of aircraft inventory to minimize the readiness impact of planned long-term non-operational aircraft. The ACC must publish an Inventory plan in July detailing the aircraft distribution plan for the next Fiscal Year.

10.25.4.2 Type Wings and Marine Air Groups (MAG)

- a. Provide a Long-Term Non-Operational Aircraft Report via naval message on the first working day of each month, per the template of Figure 10.25-1.

NOTE: Figure 10.25-1 can be downloaded from the N422C NAMP AMA folder on COMNAVAIRPAC Sharepoint website. Link:

<https://cpf.navy.deps.mil/sites/cnap/N42/N422/Shared%20Documents/Forms/AllItems.aspx?RootFolder=%2Fsites%2Fcnap%2FN42%2FN422%2FShared%20Documents%2FN422C%20NAMP%2FAMAs&FolderCTID=0x012000212BF25147D011499F67519C86833776&View=%7BF9722C85%2DD3E2%2D452F%2DA30A%2D0A20CED3DE37%7D>

b. Monitor Date Last Flown (DLF) and number of days non-operational for each bureau number (BUNO), and prioritize the distribution of replacement parts and maintenance assistance as deemed most effective in minimizing the number of LTD aircraft in the context of individual squadron and overall Wing/MAG aircraft readiness requirements.

c. Direct cannibalization actions when deemed efficient and effective in minimizing long-term non-operational status, per paragraph 5.1.1.12.

d. Monitor estimated delivery dates of long-lead time parts and direct appropriate level of preservation as soon as any non-operational milestone specified in paragraph 10.25.3 is anticipated.

e. Coordinate with the supporting supply activity to expedite long-lead time parts.

f. Coordinate with the Aircraft Controlling Custodian (ACC) Class Desk to obtain Level III preservation services.

10.25.4.3 O-level Activities

a. Actively manage aircraft utilization to minimize aircraft inactivity.

b. Comply with the applicable LTD aircraft preservation actions of paragraph 10.25.3.//

BT
#0026

NNNN

FM (TYPE WING or MAG)

TO COMNAVAIRFOR SAN DIEGO CA

INFO COMNAVAIRPAC SAN DIEGO CA
 COMNAVAIRLANT NORFOLK VA
 COMNAVAIRSYS COM PATUXENT RIVER MD
 NAVSUP WEAPON SYSTEMS SUPPORT MECHANICSBURG PA
 COMFLTREADCEN PATUXENT RIVER MD
 (COMMARFORCOM or COMMARFORPAC, AS APPLICABLE FOR USMC UNITS)
 (SUPPORTING SUPPLY ACTIVITY)
 (SUPPORTING INTERMEDIATE MAINTENANCE ACTIVITY)
 (DEPOT REPAIR POINT)
 (EACH SUPPORTED CVW OR MEU)

BT

UNCLAS//N04790//

PASS TO
 COMNAVAIRPAC SAN DIEGO CA//N40/N41/N42//
 COMNAVAIRLANT NORFOLK VA//N40/N41/N421/N423//
 COMNAVAIRSYS COM PATUXENT RIVER MD//AIR-6.0/AIR-6.6//

MSGID/GENADMIN/-//

SUBJ/LONG TERM NON-OPERATIONAL AIRCRAFT REPORT//

REF/A/DOC/COMNAVAIRFORINST 4790.2C

AMPN/REF A IS THE NAMP.//

POC/NAME/RANK/CODE/PHONE/EMAIL//

RMKS/1. 91-180 DAYS NOT FLOWN:
 A. T/M/S

(1) BUNO
 (A) NUMBER OF DAYS NOT FLOWN
 (B) AIRRS Status Code
 (C) Preservation Level
 (D) TOP 10 PARTS REQUIREMENTS: (NSN, NOMENCLATURE, REQUISITION NUMBER, ESTIMATED DELIVERY DATE)
 (E) OTHER REQUIREMENTS: (DEPOT SUPPORT, TECH ASSIST, ETC.)
 (F) Cause of LTD: (ex, crash damage, long lead part leading to CANNs, etc)
 (D) PLAN TO RETURN TO FLIGHT STATUS: (Example: #1 build for VFA-25, ESTIMATE RETURN TO FLIGHT STATUS 30 DAYS AFTER RECEIPT OF PARTS)

(2) BUNO
 (A) NUMBER OF DAYS NOT FLOWN
 (B) AIRRS Status Code
 (C) Preservation Level
 (D) TOP 10 PARTS REQUIREMENTS: (NSN, NOMENCLATURE, REQUISITION NUMBER, ESTIMATED DELIVERY DATE)
 (E) OTHER REQUIREMENTS: (DEPOT SUPPORT, TECH ASSIST, ETC.)
 (F) Cause of LTD: (ex, crash damage, long lead part leading to CANNs, etc)
 (G) PLAN TO RETURN TO FLIGHT STATUS: (Example: ESTIMATE RETURN TO FLIGHT STATUS 30 DAYS AFTER RECEIPT OF PARTS AND COMPLETION OF ONGOING DEPOT CRASH DAMAGE REPAIR.)

2. 181-360 DAYS NO-FLY AIRCRAFT:

(1) BUNO
 (A) NUMBER OF DAYS NOT FLOWN
 (B) AIRRS Status Code
 (C) Preservation Level
 (D) TOP 10 PARTS REQUIREMENTS: (NSN, NOMENCLATURE, REQUISITION NUMBER, ESTIMATED DELIVERY DATE)
 (E) OTHER REQUIREMENTS: (DEPOT SUPPORT, TECH ASSIST, ETC.)
 (F) Cause of LTD: (ex, crash damage, long lead part leading to CANNs, etc)
 (D) PLAN TO RETURN TO FLIGHT STATUS: (Example: #1 build for VFA-25, ESTIMATE RETURN TO FLIGHT STATUS 30 DAYS AFTER RECEIPT OF PARTS)

(2) BUNO
 (A) NUMBER OF DAYS NOT FLOWN
 (B) AIRRS Status Code
 (C) Preservation Level
 (D) TOP 10 PARTS REQUIREMENTS: (NSN, NOMENCLATURE, REQUISITION NUMBER, ESTIMATED DELIVERY DATE)
 (E) OTHER REQUIREMENTS: (DEPOT SUPPORT, TECH ASSIST, ETC.)
 (F) Cause of LTD: (ex, crash damage, long lead part leading to CANNs, etc)
 (D) PLAN TO RETURN TO FLIGHT STATUS: (Example: ESTIMATE RETURN TO FLIGHT STATUS 30 DAYS AFTER RECEIPT OF PARTS AND COMPLETION OF ONGOING DEPOT CRASH DAMAGE REPAIR.)

3. 361 OR MORE DAYS NOT FLOWN: ...ETC.

4. COMMENTS://

Figure 10.25-1: Long Term Non-Operational Aircraft Report