This revision replaces COMNAVAIRFORINST 4790.2C. COMNAVAIRFORINST 4790.2D contains the following highlights.

Chapter 1 – Overview of the Naval Aviation Maintenance Program (NAMP) and Guide to the NAMP Instruction

1. Improved format and organization of the NAMP.
2. The Command and Organization for Executing the NAMP has been deleted and moved to Chapter 2 to cover all major command and staff support elements responsible for executing the NAMP.
3. The manpower management section have been moved to Chapter 2 (CNO and CMC sections) or Chapter 3 (Organizational (O-Level) and Intermediate (I-Level) sections).
4. Configuration Management (CM) procedures have been deleted and moved to Chapter 8.
5. The NAMP Performance Improvement section and AIRSpeed section have been deleted and moved to Chapter 10.
6. The Operational Risk Management (ORM) section has been deleted and moved to Chapter 10 Maintenance Safety.

Chapter 2 – Chief of Naval Operations and Commandant of the Marine Corps, System Commands, Aircraft Controlling Custodians, Navy Type Wings and Marine Air Wings, and Operational Commanders

1. Provided direction to Marine Aircraft Wing Commanders and Marine Aircraft Wing Maintenance Officers in relation to the AIRSpeed Continuous Process Improvement Program.

Chapter 3 - Maintenance Concepts; Maintenance Activity Standard Organization; Aviation Maintenance Officer Qualifications; Command, Department, Division, Branch and Work Center Management Responsibilities

1. This change is a complete rewrite of Chapter 3, and is a major element of NAMP Revision D focus to improve the format and organization of COMNAVAIRFORINST 4790.2.
2. Reorganizes, updates and corrects information on Maintenance Functions, Maintenance Assignments, Maintenance Activity Standard Organization, including updates to Figures.
3. Reorganizes, updates and corrects information on Maintenance Department, Division, and Unit Organization responsibilities and Maintenance Billet responsibilities, including combining parts of the Division/Work Center descriptions currently in Chapter 6.

4. Updates and expands information on aviation officer and senior enlisted billet responsibilities.

5. Removes Non-Naval Aviation Maintenance Program Standard Operating Procedure (NAMPSOP) Programs and Processes currently in section 3.2, which are being converted to new Chapter 10 NAMPSOPs or combined with existing NAMPSOPs with the same or related topic.


7. Removes the Monthly Maintenance Plan section, which is being moved to Chapter 5 in a separate NAMP change.

8. Removes Operations Maintenance Division (OMD) from organizational chart for CVN and L-class ships, per NAVMAC.

9. Establishes the Ship Evolution Support Services Division for CVN and L Class ship Aviation Intermediate Maintenance Departments (AIMDs).

10. Changes assignment and employment of personnel provided to ship AIMDs for the purpose of 3-M work.

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

1. Changes the MALS Avionics Division to a Department.

2. Deletes information on MALS Aviation Supply Department (ASD) functions and deletes current Figure 4-3: Aviation Supply Department Organization, and instead refers to Marine Corps Order P4400.177 for detailed functions of ASD.

3. Adds a section to provide detailed direction on MALS Maintenance Data Specialist (MDS) Chief responsibilities.

4. Adds a Figure for Aircraft Maintenance Department Organization.

Chapter 5 –O-level Maintenance Control; 1-level Production Control; Aircraft, Engine, and Equipment Inspection; Aircraft Acceptance, Transfer, and Ferry

1. Incorporates procedures of Maintenance Control and Production Control.

2. Expands the purpose and content of the Monthly Maintenance Plan.

3. Relocates procedures related to System Administrator/Analyst (SA/S) and Marine Corps Aviation Logistics Information Management and Support (ALIMS) procedures to Chapter 13.
4. Relocates procedures related to Configuration Management Auto Logsets (CM ALS), and Aircraft Records and Reports to the new Chapter 8.

5. Relocates procedures related to Material Control to Chapter 6.

6. Removes reference to Phase Inspection “Sequence Control Charts” (SCC) and amending SCCs.

7. Relocates procedures for Support Equipment (SE) Issue and Receipt to the SE Planned Maintenance System (PMS) NAMPSOP.

8. Eliminates “reschedule” when discussing inspections performed early, and only uses “rebase” to standardize the term for an inspection performed earlier than the allowable minus limit (-3 days/-10%) deviation, and adds the definition of “rebase” to Appendix A.

9. Permits Commanding Officers (CO) to use email to request an additional 24 hours to the 72-hour Daily Inspection limit for aircraft on cross-country, and permits Wings to approve via email.

10. Revises current Figure 5-4 Daily Inspection Requirements to clarify the various flight scenarios requiring a new Daily Inspection.

11. Revises use of Project Code ZF7 for all broad arrow categories and assign a GB series document number.

Chapter 6 - Material Management and Control

1. This change consolidates Chapter 9 Material Management and the Material Control section of Chapter 5 into a new Chapter 6. The change was developed by COMNAVAIRFOR N415 Supply.

2. Defines as requirement for officer and enlisted personnel assigned to the Material Control Work Center (050) to attend the Naval Aviation Material Control Management course (C-555-0051).

3. Deletes the requirement to send a copy of Aircraft Inventory Records (AIR) to the Aircraft Controlling Custodian (ACC).

4. Updates Figure 6-1 (Flow of Accounting Data) and Figure 6-3 (Supply Department Organization Afloat).

5. Adds Warranty Program per NAMP Change 20-007 from Chapter 3.

Chapter 7 - Quality Assurance (QA)

1. This change incorporates changes and corrections to Chapter 7, paragraphs 7.1 through 7.6, and Figures 7-1, 7-2, and 7-3. The changes are based on COMNAVAIRFOR Aviation Maintenance Advisory (AMA) 2017-06 and AMA 2018-21, and recommendations from the COMNAVAIRFOR Aviation Maintenance Management Team (AMMT) based on trends noted during Aviation Maintenance Inspections (AMIs).
2. Emphasizes QA Division’s role as a proactive and equal partner with Maintenance Control, Divisions, and Work Center Supervisors in ensuring high quality, safe maintenance.

3. Clarifies zonal inspections for obvious defects in the immediate work area prior to closing a panel and verification of Work Order (WO)/Maintenance Action Form (MAF) documentation are part of the final inspection process.

4. Defines as requirement for Quality Assurance Representatives (QARs) to complete the Naval Aviation Logistics Command Management Information (NALCOMIS) Quality Assurance Administration course (Course C-555-0046).

5. Adds Qualified and Proficient Technician (QPT) and Aviation Maintenance Training and Readiness Program (AMTRP) to Collateral Duty Quality Assurance Representative (CDQAR) and Collateral Duty Inspector (CDI) qualifications.

6. Clarifies OMDs and detachments who organize their QA Division per Figure 7-3 (use CDQARs vice full-time QARs) will use CDQARs to perform QAR administrative and auditing duties.

7. Emphasizes Wings must produce separate training syllabi and written tests for a QAR and for a CDI.

8. Clarifies CO authority to delegate responsibility for designating QARs, CDQARs, and CDIs.

9. Clarifies CO is not authorized to delegate responsibility for approving deviations to QAR, CDQAR, and CDI qualifications.

10. Clarifies In-process Inspection documentation requirements.

11. Standardizes the requirement for Wings and Intermediate Maintenance Activities (IMAs) to publish a list of required QA inspections and the level of QA certification required.

12. Deletes reference to O-level QA stamps, which are no longer used.

13. Clarifies requirement for Depot Artisans to certify any in-process inspections performed during a Beyond Capability of Maintenance Interdiction (BCMI) repair, and requirement for an IMA QA or CDQAR to perform the final Ready For Issue (RFI) certification.

14. Deletes the section on Maintenance Department Safety, which is being converted to a Chapter 10 NAMPSOP as a separate NAMP change.

15. Clarifies procedures for O-level activities to use the Aviation Confined Space Entry Authority (EA) of another command.

16. Deletes the section on Vibration Analysis, which is being converted to a Chapter 10 NAMPSOP as a separate NAMP change.

17. Deletes reference in Figure 7-1 “Analysis Section” in O-level QA Divisions which do not use Optimized Organizational Maintenance Activity (OOMA).
18. Changes NOTE 1 in Figure 7-2 to make designating an IMA CDQAR for oxygen and nitrogen generating facilities an option vice a requirement.

19. Changes the NOTES in Figure 7-3 to clarify QA Division organization for OMDs and Detachments with 4 or less aircraft.

20. Makes Marine Corps Training Education Command (TECOM) (vice Marine Air Wing) responsible for standardizing QAR, CDQAR and CDI training and testing.

21. Incorporates corrections and changes to section 7.7 Depot Level Quality Program.

22. Adds Aircraft Confined Spaces Program per NAMP Change 18-009.

Chapter 8 - Aircraft and Aeronautical Equipment Logbooks and Records

1. This change moves and consolidates the Aircraft Logbook and Records information from Chapters 3 and Chapter 5 into a stand-alone new Chapter 8.

2. Combines Chapter 3 Configuration Management Program direction with Chapter 5 CM ALS and Aircraft Logbook and Records direction to consolidate these related policies.

3. Consolidates most CM ALS Logs and Records procedures into the section/paragraph direction on the related OPNAV form.

4. Clarifies the purpose of aircraft logbooks and Aeronautical Equipment Service Records (AESRs), and the individual OPNAV records within them.

5. Details requirements for aircraft configuration and serial number verifications (per AMA 2019-19).

6. Incorporates COMNAVAIRFORINST 4790.2C Interim Change 2 (deletion of requirement to maintain paper OPNAV 4790/24A Technical Directive (TD) page in aircraft logbooks and AESRs).

7. Expands the exemption from having to make AESR entries for helicopter dynamic component repetitive Non-Destructive Inspections (NDIs) of less than 100 hour intervals to all AESR components.

8. Adds Technical Directives Reporting System LIST02 and LIST04 to the forms in the Technical Directives section of Aircraft Logbooks and Engine AESRs.

9. Adds direction for activities using the Aircraft Component Tracking System (ACTS), including requirement to print Assembly Service Record (ASR), Equipment History Record (EHR) and Schedules Removal Component (SRC) records from ACTS for placement in paper logbooks.

10. Consolidates procedures for entries used in multiple records/forms (like TDs) into one General Procedures section rather than repeat the same procedures multiple times.
11. Eliminates requirement for each command to establish a “Contingency Procedures” Local Change Procedure (LCP), and instead directs standard procedures to be used when OOMA and Optimized Intermediate Maintenance Activity (OIMA) are down.

12. As directed in AMA 2019-27, to align with Personally Identifiable Information (PII) rules, entering the last 4 digits of the aircrew social security number (SSN) on the Aircrew Personal Equipment Record is changed to the last 4 digits of the DOD ID Number.

13. Requires Wings to publish an instruction on requirement for records verifications during aircraft acceptance and transfer, and for component serial number verifications during major scheduled inspections.

14. Emphasizes requirement to note logbook and record discrepancies found during acceptance inspection from a rework facility on the Aircraft Delivery Deficiency Report (ADDR).

15. Per AMA 2019-14, updates OOMA CM ALS external save procedures from XML format to PDF format.

16. Makes the Support Equipment Configuration Management course (C-555-0057) mandatory, vice optional, for personnel responsible for SE Auto Log-Set records.

17. Adds as an aircraft procedure the Naval Aircraft Flight Record (OPNAV 3710/4) procedures currently in Chapter 15.

18. Requires Time Since New (TSN) for aircraft engines tracked by a combination of operating time and Life Usage Indices (LUI) or other life cycle count (e.g., F414-GE-400 and F404-GE-400/402 engines) to be recorded to the thousandths place.

19. Directs Material Control to contact the transmitting activity when CM ALS is not received with components requiring CM ALS records.

20. Adds the requirement for paper copy Equipment Operating Record (OPNAV 4790/31A) form for F404/414 AESRs. Note: This requirement was addressed in AMA 2012-11 and AMA 2014-06, but was overlooked for incorporation in NAMP revision C.

21. Requires CM ALS to be backed up on an external source each week.

22. Per AMA 2020-17, emphasizes entries to Module Service Record (MSR), ASR, EHR, and SRC are recorded in whole numbers only, removing tenths, not to be rounded up or down.


Chapter 9 – Aircraft Inventory Management and Material Condition Reporting

1. This change combines into one chapter the Aircraft Inventory Readiness Reporting System (AIRRS) direction in Chapter 5 with the Aircraft Material Condition Readiness direction.
in Chapter 17 in order to consolidate these inter-related processes. It also combines the Subsystem Capability Impact Reporting (SCIR) direction in Chapter 13 and Chapter 15 with the Mission Essential Subsystem Matrix (MESM) direction of Chapter 17.

2. Integrates the AIRRS codes and related direction in Appendix E into the applicable AIRRS policy in this chapter.

3. Reinstates the previously deleted requirement to submit an AIRRS XRAY to report aircraft inflight to the depot.

4. To comply with Financial Improvement and Audit Readiness (FIAR) direction to improve accountable property record accuracy, the Quarterly Hours In Life report (current Chapter 5, paragraph 5.3.16) is replaced with the more detailed Aircraft Accounting Audit Report (AAAR)

5. Expands eligibility for Reconstitution Reserve (RR0) status to non-flyable aircraft, per OPNAV N98 approval for excess Non-Mission Capable (NMC) Marine Corps aircraft to be placed in RR0.

6. Clarifies requirement to submit an Awaiting Strike XRAY (except Category 1 strike) when authorization is received from the ACC vice OPNAV.

7. Per COMNAVAIRFOR direction, changes the hierarchy of computing SCIR time to Not Mission Capable Depot (NMCD) first, Not Mission capable Supply (NMCS) second, and Not Mission Capable Maintenance (NMCM) third.

8. Deletes outdated 5-part Visual Information Display System (VIDS)/MAF procedures for documenting SCIR. Changes are now automatically documented in OOMA.

9. Consolidates responsibilities for accurate AIRRS status and Equipment Operational Capability (EOC) code documentation currently in various Chapters, adds detailed procedures for EOC code reviews, and provides an example of a 12-month trend chart for EOC code errors.

10. Pending NALCOMIS software change implementing EOC code “A” for automated use on WOs while aircraft are out of reporting (OUT-MCRS) upon submission of OOMA XRAYs, allows for the application of EOC code “A” to any WO meeting NMC/Partial Mission Capability (PMC) criteria while aircraft are OUT-MCRS. This change will improve the ability to determine the systems, subsystems, and maintenance requirements impacting aircraft mission capability while aircraft are in an operational status.

11. Corrects and adds detail to the definition of NMCD in order to clarify NMCD SCIR time is only applicable to aircraft in Material Condition Reporting Status (IN-MCRS).

12. Per AMA 2018-23, requires “R” (receipt) action XRAYs to be submitted in OOMA and in Decision Knowledge Programming For Logistics Analysis And Technical Evaluation (DECKPLATE) AIRRS due to OOMA replication issues.

13. Deletes the requirement to maintain paper copies of XRAYs for the current and previous year. XRAYs can be retrieved from OOMA and from DECKPLATE AIRRS.

15. Per PMA 299 input, emphasizes that SCIR is not documented on Facilitate Other Maintenance (FOM) WOs.

16. Per AMA 2020-08, changes MESM approval authority to CNAP/CNAL N421 Director of Aircraft Material and Engineering, CNATRA and NAVAIR ACCs.

17. Clarifies Aircraft Flight and Summary Reporting (RT79 data) requirements.

18. Provides direction on electronically resubmitting Engine Transaction Reports submitted by hard copy during periods of non-connectivity to Decision Knowledge Engine Transaction Reporting (DECKETR) once connectivity to DECKETR is restored.

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

1. This change converts non-NAMPSOP from chapter 3 to new NAMPSOPs:
   a. 10.25 Long Term Down Aircraft
   b. 10.26 Electrical Wiring Interface Systems
   c. 10.27 Aircraft Gun System (AGS)/Aircraft Crew Served Weapons (ACSW) Maintenance Program
   d. 10.28 Compass Calibration
   e. 10.29 Aircraft Survivability Equipment
   f. 10.30 MATCALS Maintenance
   g. 10.31 Expeditionary Air Field Maintenance
   h. 10.32 Weight and Balance
   i. 10.33 Fleet Engineering Dispositions
   j. 10.34 Aeronautical Welding
   k. 10.35 Nondestructive Inspection (NDI) Program
   l. 10.36 AIRSpeed
   m. 10.37 Aircraft Automated Trending and Analysis
   n. 10.38 Aircraft Battle Damage Repair Program
   o. 10.39 Gas Turbine Engine Maintenance
   p. 10.40 Aviation Life Support System (ALSS)
   q. 10.41 Maintenance Safety
2. **Aviation Maintenance Training Program (paragraph 10.1):**

   a. The change is a major rewrite of the 10.1 Maintenance In Service Training NAMPSOP. Retitles the NAMPSOP from "Maintenance In-Service Training Program" to "Aviation Maintenance Training Program" to more accurately describe the scope of procedures covered in the NAMPSOP.

   b. Incorporates majority of Chapter 6, section 6.3 Maintenance Training.

   c. Clarifies the NAMPSOP is applicable only to O-level and I-level uniformed military personnel, and removes the minimal reference to Depot Fleet Readiness Center (FRC) training records.

   d. Stresses TECOM’s role in establishing Marine Corps aviation training not specifically addressed by the NAMP or other directives. Additionally, the changes highlight TECOM’s role in determining requirements necessary for progression towards qualified and proficient technicians.

   e. Reduces the requirement for NAMP Indoctrination training to only those personnel reporting for their first assignment to an aviation maintenance activity, and experienced personnel returning after an extended absence from aviation duties, such as returning from recruiting duty or duty with a recruit training activity. The change also reduces the training to just the fundamental NAMP processes maintenance personnel need to be aware of, such as Tool Control and Foreign Object Damage (FOD) Prevention.

   f. Provides a list of required Refresher Training.

   g. Reduces the paygrade requirement for Navy Advanced Skills Management (ASM) Administrators from E-6 to E-5, and permits an E-4 to be designated in smaller commands with less than 100 personnel in the Maintenance Department. Directs Marine Corps commands to refer to the AMTRP for rank requirements.

   h. Requires publishing a Monthly Training Schedule of NAMP training and recertification requirements. Deletes NAMP verbiage about designating personnel via the Monthly Maintenance Plan (MMP) and replaces it with the requirement to maintain a list of designated personnel. These changes remove non-maintenance information from the MMP to better distinguish maintenance requirements vice training requirements.

   i. Deletes sections related to NAVOSH or safety training. These sections are being included in the new Maintenance Department Safety NAMPSOP.
j. Requires Type Wings and Marine Air Wing (MAW) to prioritize assignment of training course quotas to Wing activities when demand exceeds CNATTU or CNATTMARU capacity. This change will ensure those activities with the highest need due to operational schedule or manpower issues receive training as quickly as possible.

k. Deletes the NOTE stating Navy activities are not authorized to use ASM for documenting Explosive Handling Personnel Qualification and Certification Program training requirements. OPNAVINST 8023.24 acknowledges ASM as the primary process for documenting Explosive Handling Personnel Qualification and Certification.

l. Specifies the Aircraft Maintenance Chief as the Aviation Maintenance Training Program Manager for Marine O-level activities.

m. Per AMA 2018-12, permits Type Wings and MAWs to grant deviations to formal training requirements for deployed personnel.

n. Adds Work Center Supervisors to the list of personnel who can provide NAMP Indoctrination Training (Navy activities, only).

o. Breaks out NAMP Refresher Training as a separate paragraph and expands the explanation of when NAMP Refresher Training should be performed.

p. Directs the Maintenance Officer (MO) to designate personnel in ASM (vice the MMP) to provide a more formal means of designating personnel and recording designations in the individual’s qualification record (ASM).

q. Changes the name of the Monthly Training Plan to the Monthly Personnel Plan (MPP) to better describe the scope of information it contains.

r. Reduces the periodicity of Division Officer and Work Center Supervisor training progress reviews from quarterly to semi-annually.

s. Allows electronic file equivalents to be used in place of the Required Reading and Maintenance Information Record (OPNAV 4790/34).

t. Recognizes the common practice of assigning Maintenance In-Service Training Coordinators (MITCs) to assist the Work Center Supervisor with managing, scheduling and documenting training.

3. Fuel Surveillance Program (paragraph 10.2):

a. Clarifies certification of a “Naval Air Training and Operating Procedures Standardization (NATOPS) qualified” Aircrewman.

b. Deletes the SE Division Officer as a recommendation for the I-level Fuel Surveillance Program Manager.

4. Navy Oil Analysis and Consumption Monitoring Program (paragraph 10.3):
a. Retitles the NAMPSOP from "Navy Oil Analysis Program (NOAP)" to "Navy Oil Analysis and Consumption Monitoring Program" to more accurately describe the scope of procedures covered in the NAMPSOP.

b. Adds documentation requirements for activities that have implemented ACTS.

c. Allows the use of block 8 to annotate quantity and grade of oil added to each engine on the Aircraft Inspection and Acceptance Record (OPNAV 4790/141), if block 6 is not activated.

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

   a. This change incorporates minor updates to the Aviators Breathing Oxygen (ABO) Surveillance Program NAMPSOP.

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

   a. Changes the title of Hydraulic Contamination Control Analysis Technician to Hydraulic Contamination Analysis Technician. Expands personnel authorized to witness Hydraulic Contamination Control Analysis Technician proficiency tests from just the QA Program Monitor to any qualified Hydraulic Contamination Analysis Technician QAR or CDQAR.

   b. Clarifies proper procedures for preventing contamination of uninstalled hydraulic components include being cleaned, capped, and plugged.

   c. Clarifies the “class” of the hydraulic fluid contamination reading documented in logbook entries is the “Navy” class.

   d. Modifies Figures 10.5-2 and 10.5-3 to clarify requirements.

7. **Tire and Wheel Maintenance Safety Program (paragraph 10.6):**

   a. This change incorporates updates to references and deletes obsolete training requirements in the Tire and Wheel Maintenance Safety Program.

8. **NAMP Compliance Auditing Program (paragraph 10.7):**

   a. Removes “Program” from the title. Auditing is a process, not a program.

   b. Removes all reference to Depot FRCs.

   c. Updates the Computerized Self Evaluation Checklist (CSEC) website address.

   d. For simplicity, changes the terminology Program Manager “assessments” to Program Manager “audits” (as used in previous NAMPS). There is no difference between the process of an audit and an assessment. Audit is the commonly used descriptive term.

   e. Deletes the requirement for memorandums to be sent to the MO after completion of an audit, and instead requires QA to maintain a CSEC Discrepancy Tracker for discrepancies not corrected within 10 days of completing the audit. The tracker is a best practice observed by the AMMT in activities that score exceptionally high on their AMI.
f. Deletes the unrealistically restrictive requirement for QAR Program Monitors to be assigned for a minimum of one year. There are numerous reasons why a Program Monitor might need replacement in less than a year.

g. Clarifies that initial Program Manager, and QA Program Monitor audits may be used as annual audits.

h. Designates the Quality Assurance Supervisor (QAS) or activity equivalent to perform Program Manager duties for oversight of NAMP Compliance Auditing.

i. Per AMA 2017-07, permits Program Audits designated as a responsibility of the Assistant Maintenance Officer (AMO) or Maintenance Material Control Officer (MMCO) to be performed by other personnel.

j. Extends the timeframe to perform the initial Program Manager audit from 30 days to 60 days.

9. Technical Data Management (paragraph 10.8):

a. Changes the requirement to inventory all technical data from every 6 months to every 12 months.

b. Clarifies requirement for storing Portable Electronic Maintenance Aids (PEMAs) during off-shift hours.

c. Adds requirement to annotate the date of the Local Maintenance Requirements Card (LMRC) annual review.

d. Changes the requirement to inventory Dispersed Technical Publications Librarian (DTPL) technical data from every quarter to semi-annually.

e. Recognizes that activities using Common Connected PEMAs cannot tailor the data on PEMAs to each work center.

10. Naval Aviation Maintenance Discrepancy Reporting Program (NAMDRP) (paragraph 10.9):

a. Clarifies which discrepancy reports are directed by NAMP policy vs. those reports directed by OPNAVINST 8000.16 Naval Ordnance Management Policy (NOMP), NAVSUP policy, or Department of Transportation policy.

b. Emphasizes how NAMDRP supports SECNAVINST 4855.3 Product Data Reporting and Evaluation Program.

c. Emphasizes the responsibilities of NAVAIR In-Service Support Centers (ISSCs) and Quality Teams to comply with NAVAIRINST 4855.1, Corrective and Preventive Action Process.
   a. Adds a NOTE regarding Notice of Ammunition Reclassifications (NAR) currently misplaced in Chapter 3, Figure 3-5.
   b. Clarifies procedures for annotating NA500C report reviews.
   c. Makes the IMA TD Program Manager (vice the MO) responsible for designating TD Program Coordinators in satellite (division) Production Controls.
   d. Adds TD logging requirements for activities with ACTS.
   e. Adds Configuration Management (CM) process.

2. Foreign Object Damage (FOD) Prevention Program (paragraph 10.11):
   a. Directs CVN and L-Class ships to follow the new joint instruction for shipboard FOD Prevention, COMNAVAIRFOR/COMNAVSURFOR/HQMC Instruction 4790.3.
   b. Incorporates direction of AMA 2018-09 (MO release for flight, missing fastener procedures) and AMA 2018-27 (fastener control).
   c. Requires written reports on non-reportable FOD incidents to be retained by QA until the engine is transferred.

3. Tool Control Program (TCP) (paragraph 10.12):
   a. This change incorporates minor changes to the TCP NAMPSOP. Changes are based on problems noted by the CNAF AMMT during inspections of Fleet activities, and direction in AMA 2017-08.

   a. Retitles the NAMPSOP from "Corrosion Prevention and Control Program" to "Aircraft and Support Equipment (SE) Corrosion Prevention and Control" to more accurately describe the scope of procedures covered in the NAMPSOP.
   b. Makes numerous arrangement and formatting changes to improve organization and readability.
c. Combines Preservation, Emergency Reclamation and Aircraft and SE Painting into Corrosion Prevention and Control Program.

15. **Plane Captain Qualification Program (paragraph 10.14):**
   
a. Replaces NAVAIR 00-80T-105 CV NATOPS Manual as a reference with NAVAIR 00-80T-120 CVN Flight/Hangar Deck NATOPS Manual. The -120 manual covers all areas relative to Plane Captain (PC) duties aboard a carrier vessel.
   
b. Clarifies aircraft communities may use a title other than "Plane Captain" for personnel who perform PC duties, such as "Plane Handler" and "Crew Chief."
   
c. Provides detail on using ASM to document the Plane Captain Designation form (OPNAV 4790/158).
   
d. Clarifies semi-annual PC monitor requirements.
   
e. Clarifies PC refresher training conditions.
   
f. Makes TECOM (vice MAWs) the responsible activity for developing Type, Model, Series (T/M/S) aircraft PC training syllabus for Marine activities.

16. **Egress/Explosive System Checkout Program (paragraph 10.15):**
   
a. Allows Wings and MAWs to permit the Egress and Explosive Systems check-out of Government Service and contractor personnel providing on-site assistance to be valid at all activities in the Wing.
   
b. Deletes the requirement for web based or Interactive Multimedia Instruction to be part of the Egress/Explosive System Checkout training syllabus.
   
c. Designates TECOM as the activity responsible for publishing T/M/S Egress and Explosive Systems check-out syllabus.

17. **Support Equipment (SE) Operator Training and Licensing Program (paragraph 10.16):**
   
a. Removes multiple references which are not applicable to SE training and licensing.
   
b. Deletes information regarding CNATTU providing a completion certificate and forwarding it to the trainee’s permanent activity if the CNATT course includes hands-on training in the operation of SE on aircraft and equipment.
   
c. Clarifies requirements for training Initial Qualifiers for new items of SE, per AMA 2017-20.
   
d. Changes the expiration of the SE Operator’s License from 3 years to 5 years, or until permanent transfer from the issuing command. This change eliminates administrative work and time away from duties for personnel who are assigned to commands in excess of 3 years,
eliminates the confusing policy regarding commands “honoring” a license issued by
another command, and negates the administrative burden of maintaining and publishing a list of
SE licenses and individual expiration dates.

e. Adds procedures for SE Operator’s Licenses to be documented and printed in ASMF.
   Adds E-2C/E-2D as an aircraft platform where training on one series permits licensing on both
   T/M/S.

g. Clarifies SE license suspension and revocation requirements.

h. Updates Figure 10.16-2, List of Equipment Requiring an SE Operator’s License, and
   revises titles to match the title as listed on the applicable NAVAIR manual.

i. Deletes Figure 10.16-3, SE Operator Training Request (example) due to non-use.
   Requests are typically made via email.

j. Updates Figure 10.16-6, List of Navy Enlisted Classification (NEC) and Military
   Occupational Specialty (MOS) Courses that satisfy Phase I SE training.


a. This change is a major restructuring and rewrite of the 10.17 SE PMS NAMPSOP to
   add clarity and detail to SE maintenance policy, and to better leverage the capabilities of
   NALCOMIS OOMA and OIMA for SE records.

b. Incorporates SE procedures currently in Chapters 3 and 5 into the NAMPSOP in order
   to consolidate SE policy.

c. Retitles the NAMPSOP from Support Equipment (SE) “Planned Maintenance System
   (PMS)” to Support Equipment (SE) “Maintenance” to more accurately describe the scope of
   procedures covered in the NAMPSOP.

d. Emphasizes NALCOMIS OOMA and OIMA data as the primary source of SE
   records.

e. Clarifies creation of SE Configuration Management Auto Log Sets (CM ALS) for
   documenting history on “lots” of SE of the same model.

f. Reduces the requirement to maintain hardcopy OPNAV 4790/51 SE Custody and
   Maintenance History Records to only those SE items that have depot maintenance or rework
   requirements, which will significantly reduce administrative workload.

g. Deletes block-by-block procedures for filling in OPNAV 4790/51 SE Custody and
   Maintenance History Record. Procedures are being moved to the new Chapter 8 Logs and
   Records.

h. Deletes the requirement for weekly back-ups of SE CM ALS on a Compact Disk (CD)
   or external hard drive. A weekly back-up is redundant and provides no benefit to the integrity of
   the data.
i. Emphasizes the need to document NAT02 SE TD reviews in NALCOMIS OOMA/OIMA CM ALS Miscellaneous History.

j. Eliminates the requirement for I-level activities to maintain paper copies of OIMA MAFs in the historical file.

k. Revises Figure 10.17-1 Support Equipment Acceptance/Transfer Checklist to add clarity and detail to O-level and I-level acceptance and transfer procedures.

l. Adds the 900 Division Officer as an option for designation as Program Manager in order to better distinguish the different scope and workload of SE maintenance between different I-levels.

m. Requires the Program Manager to designate a Program Coordinator. SE PMS has historically been a Top Problem Program. A designated coordinator will improve compliance.

n. Adds requirement to annotate the Hydraulic Fluid Analysis Class on the SE Acceptance and Transfer form.

o. Removes Step 4 (Comply with Preventative Maintenance (PM) MAFs) and Step 5 (Comply with TD MAFs) from the Work Center portion of the SE Acceptance and Transfer form. Change recognizes OOMA and OIMA functionality.

p. Adds requirement to create a Local MRC for equipment that does not have a NAVAIR or manufacturer technical publication that provides detailed procedures or specific intervals for inspections or PM for equipment with fluids, filters, or other replaceable materials or parts subject to contamination or wear that could cause the item to incorrectly perform its intended use, or could cause damage to aircraft, aircraft systems, components, or SE.

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

a. Deleted the requirement for work center 67A to pick up and deliver Test, Measurement, and Diagnostic Equipment (TMDE) from supported activities (sub custodians) Sub custodians are responsible for delivery to work center 67A.

b. Added disposal requirement for “REJECTED” TMDE.

c. Redefines the Format 311 as those calibration standards (CALSTDS) and calibration standard equipment list (CALSEL) items that are currently issued.

d. Changes the requirement to issue the Format 805 to sub custodians to the correct Format 802, which is the report of items coming due or overdue for calibration.

e. Clarifies the requirement for acceptance of original equipment manufacturer (OEM) calibration is matched up to the model and Commercial And Government Entity (CAGE) of the equipment.

f. Corrects the reference paragraph for reporting additions and deletions to CALSTDS inventory.
g. Removed the requirement for work center 67A to maintain a Format 802. The Format 802 is maintained by the sub custodian, not Work Center 67A.

h. Clarifies the requirements of delivery and pick for Non-Filed Calibration Activity (FCA) I-Levels. Non-FCA I-Levels only have a Work Center 67A (Issue and Receive) and are responsible for the turn in and pick up of TMDE to their regionalized calibration lab.

i. Eliminates reference to NSWC MSD Corona, CA and corrects erroneous reference citations.

20. Hazardous Material Control and Management (HMC&M) Program (paragraph 10.19):

a. This change is an extensive update and reorganization of the Hazardous Material Control and Management (HMC&M) Program NAMPSOP. The change is based on problems noted by the CNAF AMMT during inspections, feedback from NAVAIR HMC&M lead and Fleet activities, and procedures for handling engine oil containers directed in COMNAVAIRPAC message 060026Z MAR 18.

b. Clarifies procedures unique to ashore, afloat, CONUS and OCONUS activities.

c. Recognizes the Deployed Aviation Hazardous Material List (DAHML) standardized procedures to review, update, and communicate Hazardous Material (HAZMAT) requirements to ship’s supply.

d. Permits O-level and I-level activities with two or less commissioned officers to assign an E-7 or above as the HMC&M Program Manager.

e. Adds detail to HAZMAT disposal requirements.

f. Deleted Figure 10.19-1 example of an Safety Data Sheet (SDS) Training Documentation form because it is an unnecessary administrative requirement in ASM.

g. Adds HMC&M Supervisor responsibilities for handling engine oil containers directed in COMNAVAIRPAC message 060026Z MAR 18.


a. Adds two new Individual Component Repair List (ICRL) Capability Codes: X8 for components with an I-level Source, Maintenance, and Recoverability (SM&R) code not being repaired by the IMA, and X9 for Field Level Repairables not being repaired by the IMA. Allows for these items to go Beyond Capability of Maintenance (BCM)-1 or BCM-8 within Aeronautical Material Screening Unit (AMSU). AMSU cannot currently use BCM 2-7 or 9. Aviation Deport Level Repairable (AVDLR) and Field Level Repairable (FLR) that are repaired will be Capability Coded C1 or C3, as determined by Production Control. Note: Use of the new CC codes will not become a requirement until OIMA is modified, which is estimated to be 2021.
b. Renames the NAMPSOP to I-level Component Repair Optimization to emphasize its primary purpose: Directing procedures for IMAs to conduct comprehensive reviews for opportunities to optimize component repair.

c. Adds NAVAIR 00-25-8 as a reference. This instruction provides policy for Work Unit Code (WUC) and Type Equipment Code (TEC) Management within the Navy and Marine Corps. Requires sites to use DECKPLATE WUC Baseline data for validation of NALCOMIS entered WUCs and TECs.

d. Adds ‘Optima’ Database, a third database tool provided by N422 to accompany the existing ‘Combined ICRL’ and National Item Identification Number (NIIN) Analysis Tools for ICRL Validation Processes and Component Repair Reviews.

e. Directs end items (aircraft engines, test sets, tow tractors, etc.) removed and not listed on the ICRL. End Items are not helpful information in ICRLs and do not belong there. End items are not processed through AMSU, workers initiate Discrepancy WOs that are approved directly by Production Control, AMSU only inducts components and sub-components. Including End Items results in unneeded and excess ICRL entries complicating the review process.

f. Clarifies procedures for evaluating FLR for economical I-level repair.

g. Clarifies BCM-8 for Engineering Investigation (EI)/PQDR can be used even if item is not coded for repair, i.e. BCM-1.

h. Separates ICRL Listing Validation Procedures (10.20.3.3) from Component Repair Review Procedures (10.20.3.2) which were mixed together in the 4790.2C update. Clarifies that Component Review is MMC0/Maintenance Master Chief Petty Officer (MMCPO) while ICRL Validation is ICRL Manager responsibility.

i. Clarifies when ICRL Change Requests are necessary, i.e. removes requirement for ICRL when adding C1/C3 ICRL entries, and allows for batch processing of similar/related ICRL Changes for instant deletion of all components related to sun downing T/M/S.

j. Clarifies procedures to update Scheduled Removal Indicator data in NALCOMIS.

k. Adds requirement for PMAs to have Planned/Active ICRL comparison efforts similar to that existing in PMA-275/MV-22.

l. Removes requirement to enter “All Cages” and “All Part Numbers”, this requirement leads people to add unnecessary and unwanted information into NALCOMIS IMA.

m. Adds requirement for completion of Personnel Qualification Standard (PQS) for ICRL Manager. (Existing PQS, inadvertently omitted from Rev C update).

n. Adds requirement for Supply Representative signature to the ICRL Change Request form.

o. Removes the restriction of using CC code X1 only with Work Center 05A.
22. Electrostatic Discharge (ESD) Protection and Electromagnetic Interference (EMI) Reporting Program (paragraph 10.21):
   a. Adds ESD/EMI adds and updates references for existing reference citations.
b. Clarifies policy on use of alternate ESD protective devices.
c. Clarifies ESD Safe condition.
d. Clarifies EMI incident reporting is applicable only to activities operating aircraft.
e. Removes requirement for ESD Program Manager to perform monthly inspections of ESD protection areas.
f. Acknowledges Supply Departments do not do EMI reporting.
g. Removes requirement for Supply Departments to perform monthly spot checks.

23. Miniature/Microminiature (2M) Program (paragraph 10.22)
   a. No change.

24. Gas Turbine Engine Test Facility Operation and Maintenance (paragraph 10.23):
   a. Retitles the NAMPSOP from "Gas Turbine Engine Test Facility Operation and Maintenance System (GTETS) and Global Test Facility (GTF) Operator Training and Certification Program" to "Gas Turbine Engine Test Facility Operation and Maintenance" to more accurately describe the scope of procedures covered in the NAMPSOP.

25. Aviation Maintenance Inspection (AMI) and Maintenance Program Assessment (MPA)(paragraph 10.24):
   a. Retitles the NAMPSOP from "Aviation Maintenance Inspection (AMI), Maintenance Program Assessment (MPA), and Material Condition Inspection Program (MCI)" to "Aviation Maintenance Inspection (AMI) and Maintenance Program Assessment (MPA)" to more accurately describe the scope of procedures covered in the NAMPSOP.
   b. Changes numbering scheme of multiple paragraphs to improve clarity of requirements.
   c. Changes the pre-deployment AMI window from 60-120 days to 2–4 months in order to provide additional flexibility in scheduling.
   d. Permits CNAF to accept a Wing MPA in lieu of AMI in cases where a deploying squadron will exceed 30 months between AMIs.
   e. Adds HSC Expeditionary, HSC VTUAV, VP, and VUP to the list of Navy squadrons requiring AMIs every 24 months due to deploying detachments. Adds Marine Corps VMGR squadrons and VMA, HMH, and HMLA squadrons which deploy detachments aboard L-Class ships as part of the Aviation Combat Element (ACE) to the list, and specifies the VMM squadron assigned as the ACE Composite Commander will receive an AMI within 2 months prior to becoming a composite unit.
f. Incorporates the new AMI Grading process announced in AMA 2018-36.

g. Specifies AMAs as the means for COMNAVAIRFOR to issue information on common NAMP problem areas.

h. Incorporates direction of AMA 2017-34 for Wings to perform an MPA to assist squadrons as preparation prior to the AMI.

i. Deletes the MCI section, which was replaced by COMNAVAIRFORINST 4790.50 per AMA 2019-12.

   a. Clarifies Long Term Down (LTD) Aircraft Management is applicable only to COMNAVAIRFOR and COMNAVAIRFORES ACC Navy and Marine Corps aircraft.
   b. Incorporates the 60-Day Alert Message procedures of Aviation Maintenance Advisory 2017-33.
   c. Emphasizes large-scale cannibalization from one aircraft to another will not be performed solely to prevent 60-days NMC or LTD status.
   d. Minor changes to wording in Figure 10.25-1.
   e. Adds a new Figure 10.25-2: 60-Days Non Mission Capable Alert Message.

27. Electrical Wiring Interconnect System (EWIS) Maintenance (paragraph 10.26):
   a. Changes multiple paragraphs to improve clarity of training requirements.
   b. Adds requirement to designate an EWIS Program Manager in writing, via ASM.
   c. Adds QA requirements for monitoring and maintaining an account with Joint Services Wiring Action Group (JSWAG)

28. Aircraft Gun System (AGS)/Aircraft Served Weapons (ACSW) Maintenance Program (paragraph 10.27):
   a. This new NAMPSOP establishes fundamental procedures for managing the maintenance and documentation of Navy and Marine Corps AGS and ACSW.

29. Aircraft Magnetic Compass Calibration and Verification (paragraph 10.28):
   a. This change converts the current Aircraft Magnetic Compass Calibration section in Chapter 6 to a Chapter 10 NAMPSOP per the NAMP Revision D focus on reorganizing the NAMP. The change to current procedures recognizes short-notice deployment scenarios, and affects policy related to performing compass calibrations within 90 days of deployment is changed “to not come due for at least 60 days after the end of the deployment.”

30. Aircraft Survivability Equipment (ASE) (paragraph 10.29):
   a. The change adds procedures to and defines roles and responsibilities the maintenance and management of ASE.
b. Designates PMA-299 as the lead program office for the AN/ALQ-210 Electronic Support Measures (ESM).

c. Requires COMNAVAIRPAC/COMNAVAIRLANT N421N to maintain an ASE inventory on CNAL SharePoint.

d. Requires COMNAVAIRPAC/COMNAVAIRLANT N421N to direct disposition for ASE when aircraft are stricken or sent to Aerospace Maintenance and Regeneration Group (AMARG).

e. Requires the ASE Program Manager to be an officer or E-6 or above enlisted member.

f. Provides example messages for reporting ASE asset gains and losses.

g. Requires a minimum of three personnel per squadron to have Naval Data Distribution System (NDDS) access.

h. Requires NATEC and/or PMA-272 ASE Readiness Team (ART) training on ASE be completed 3 to 6 months prior to deployment, or a minimum of annually for non-deploying squadrons.


a. This change moves the minimal discussion of MATCALS currently in Chapter 3 into a Chapter 10 NAMPSOP with significantly more detail on the organization, procedures and responsibilities for maintaining MATCALS.

32. Expeditionary Airfield (EAF) and Marine Corps Air Station (MCAS) Aircraft Launch and Recovery Equipment (ALRE) Maintenance (paragraph 10.31):

a. This change expands the minimal discussion of Expeditionary Airfields (EAF) currently in the NAMP Chapter 3 into a Chapter 10 NAMPSOP with significantly more detail on the organization, responsibilities, and procedures for managing the maintenance of EAF and MCAS ALRE Division equipment.

33. Aircraft Weight and Balance (W&B) Program (paragraph 10.32):

a. This change converts the W&B section of Chapter 3 into a Chapter 10 NAMPSOP, and includes information from AMA 2017-11.

b. Increases emphasis on compliance with NAVAIR 01-1B-50, Joint Service Technical Manual for Organizational, Intermediate and Depot Maintenance Aircraft Weight and Balance.

c. Deletes requirement for Depot facilities to send a copy of the basic weight and moment at time of weighing and at time of delivery, the Chart A, Form B, and Chart C for a representative aircraft of each T/M/S weighed during the year to NAVAIR Mass Properties, at the end of each year. NAVAIR Mass Properties no longer needs this information sent to them because it is now readily available on the Automated Weight and Balance System (AWBS)
central server. Deletes requirement for maintaining a hardcopy W&B Handbook and requires it be maintained electronically in the AWBS, per NAVAIR Mass Properties change to NAVAIR 01-1B-50 procedures.

34. Fleet Engineering Disposition (FED) Procedures (paragraph 10.33):
   a. This change converts the FED procedures in Chapter 3 into a Chapter 10 NAMPSOP, and expands the current I-level FED procedures to include O-level and Depot level activities.

35. Aeronautical Equipment Welder Certification (paragraph 10.34):
   a. This change converts the Aeronautical Equipment Welder Certification section of Chapter 3 into a Chapter 10 NAMPSOP.

36. Nondestructive Inspection (NDI) Program (paragraph 10.35):
   a. Requires IMAs to assign an NDI Program Manager responsible for managing NDI within their activity.
   b. Requires NDI Specialists to have six consecutive years of experience in all five basic NDI methods. This change ensures NDI Specialists member has been involved in the NDI community and is up to date on the most current gear, instructions and inspections.
   c. Requires NDI technicians reporting to a new command with X-ray Radiography capability comply with NAVSEA S0420-AA-RAD-010 series to become a qualified X-ray Radiographer’s Assistant or Radiographer.
   d. Updated NDI vision requirements to match NA 01-1A-16-1.
   e. Defers to Chapter 12 for Depot FRC requirements.
   f. Updates NEC code for NDI technicians to 763B.

37. AIRSpeed Continuous Process Improvement (paragraph 10.36):
   a. This change converts the AIRSpeed Program direction in Chapter 3 into a Chapter 10 NAMPSOP.
   b. Changes Naval Aviation Enterprise (NAE) Continuous Process Improvement (CPI) Awareness Training from mandatory to recommended. This change was made to provide commands with the flexibility in their CPI training programs.
   c. Directs completion of Yellow Belt training within 6 months of reporting aboard and ensure timely accomplishment of this important AIRSpeed training.
   d. Deletes reference to the Logistics Chain Management Initial (LCMI) on-line training course and removes the requirement for completing the LCMI course because it no longer has an active program sponsor.
   e. Adds Program Manager responsibilities to the AIRSpeed Officer and defines responsibilities of AIRSpeed Work Center personnel.
f. Defines the responsibilities for the Buffer Management Tool (BMT) and Continuous Process Improvement Management System (CPIMS) Administrators

g. Deletes reference to the Marine Corps CPI guidebook, which is no longer in use.

38. **Aircraft Performance Automated Trending and Analysis (paragraph 10.37):**

a. This change is a complete rewrite and converts Chapter 3, paragraph 3.2.3.7 Automated Trending and Analysis, into a Chapter 10 NAMPSOP.

b. Deletes reference to Integrated Vehicle Health Management (IVHM) and shifts focus to policy for using data generated by aircraft Health Monitoring Systems (HMS).

c. Adds detailed responsibilities for O-level and I-level use of HMS data.

39. **Aircraft Battle Damage Repair (paragraph 10.38):**

a. This change deletes the Aircraft Battle Damage Repair (ABDR) procedures currently in Chapter 3 and converts them into a single new Chapter 10 NAMPSOP.

40. **Gas Turbine Engine Maintenance (GTEM) Program (paragraph 10.39):**

a. This change combines Chapter 3, paragraph 3.2.2.9 Gas Turbine Engine Maintenance Program and 3.3.2.10 Auxiliary Power Unit (APU) Management and Support Equipment Gas Turbine Engine (SEGTE) Management with some sections of Chapter 6, section 6.1.1.1 O-level Power Plants and section 6.1.5 I-level Power Plants Division into a single new Chapter 10 NAMPSOP.

41. **Aviation Life Support Systems (ALSS) and Egress Systems Maintenance (paragraph 10.40):**

a. This change converts ALSS policy currently in Chapter 5 and 6 into a Chapter 10 NAMPSOP in order to consolidate and clarify procedures and responsibilities for ALSS and Egress maintenance.

b. Per AMA 2019-26, adds direction about ensuring proper ALSS tasks are activated.

c. Per AMA 2020-03, removes requirement to verify or maintain D-code Aircrew System Bulletins (ACB).

d. Adds requirements specific to Joint SARSAT Electronic Tracking System (JSETS).

e. Directs a copy of the associated WO/MAF be attached to all Non Ready For Issue (NRFI) ALSS.

f. Adds requirement to verify Notice of Ammunition Reclassification (NAR) manual prior to ordnance install.

g. Adds I-level MAF documentation procedures.

h. Clarifies I/O level pool management.

i. Adds program personnel responsibilities.
j. Clarifies inspection deviations

42. Maintenance Department Safety (paragraph 10.41):
   a. This change introduces a new Chapter 10 NAMPSOP to provide emphasis and direction for managing Maintenance Department Safety.
   c. Consolidates, updates, and adds specific requirements for O-level and I-level Maintenance Department safety in alignment with the governing OPNAV instructions.
   d. Emphasizes Navy Occupational Safety and Health (NAVOSH) maintenance safety requirements.
   e. Adds references to the list of NAVOSH/Safety training.
   f. Requires Type Wings and MAW to publish Wing LCPs to standardize Maintenance Department Safety procedures for their commands.
   g. Requires O-level and I-level activities to publish LCPs if required to address local procedures.
   h. Requires Program Manager to use the NAVOSH Safety Walk Through Checklist to perform quarterly inspections of division facilities. Forward Safety Walk Through Checklist discrepancies to MO/AMO for corrective actions by the applicable division.

43. Aircraft Engine/Auxiliary Power Unit (APU) Turn-up License and Aircraft Taxi License Procedures (paragraph 10.42):
   a. This change converts the Aircraft Taxi and Aircraft Engine/APU Turn-up Licensing procedures currently in Chapter 3 into a new Chapter 10 NAMPSOP.
   b. Requires aircraft taxi training conducted by a T/M/S Pilot NATOPS instructor, NATOPS assistant instructor or FCF Pilot, and removes QARs from being able to administer the written test for an aircraft taxi license. Authorization to taxi aircraft is a NATOPS qualification, and all aspects of the licensing procedure warrant NATOPS oversight.
   c. Requires the test for licensing to have open and closed book portions, with minimum passing score of 90% on the open book test and 100% on the closed book test for emergency procedures.
   d. Acknowledges enlisted aircrew who perform engine or APU turn-up as part of their aircrew duties are qualified via NATOPS procedures.
   e. Adds policy for Turn Qualification Instructors (TQI) to facilitate training and testing of personnel for Aircraft Engine/APU Turn-up Licenses.
f. Adds a requirement for Engine/APU turn-up personnel to perform a turn at least once every 60 days, and requires personnel who have exceeded 60 days to retake the Practical Evaluation.

g. Reduces the minimum periodicity for aircraft taxi personnel to perform a taxi evolution to at least once every 60 days (vice 90 days), and requires personnel who have exceeded 60 days to retake the Practical Evaluation.

h. Requires Type Wings and MAGs to issue LCPs for Aircraft Engine/APU licensing and Aircraft Taxi Licenses (if applicable), to include the training syllabus and tests.

i. Requires the QAR Program Monitor to be licensed to perform engine/APU turn-up or aircraft taxi (if applicable).

j. Adds procedures unique to the F-35 aircraft.

44. Miscellaneous Programs and Processes (paragraph 10.43):

a. This change moves the non-NAMPSOP maintenance programs and processes in Chapter 3, Section 3.2, to Chapter 10 and other Chapters of the NAMP with similar/same policy.

b. The following programs/processes in Chapter 3, Section 3.2, have been consolidated into one Chapter 10 section titled Miscellaneous Maintenance Programs and Processes with their summary of changes:

   (1) Explosives Handling Personnel Qualification and Certification Program:

      (a) Eliminates “for PRs and AMEs” from the requirement for the CO to establish the board. Ordnance Certification involves more than just personnel involved with ALSS maintenance.

      (b) Deletes direction for ALSS Division Officer to ship ALSS Cartridge Activated Devices (CADS), which will be addressed in the new ALSS Maintenance NAMPSOP.

      (c) Reference for information on the Hazards of Electromagnetic Radiation to Ordnance (HERO) has been deleted. HERO policy is appropriately addressed in the NOMP.

   (2) Unmanned Aircraft Systems (UAS) Program.

   (3) Aircraft Maintenance Material Readiness List (AMMRL) Program.

   (4) Joint Depot Maintenance Program.

      (a) The title of this section was renamed from “Inter-Service Support Program” to Joint Depot Maintenance Program to match the title of the governing instruction, OPNAVINST 4790.14.


   (6) Naval Ordnance Management Policy (NOMP).

   (7) Mobile Facility (MF) Program:
COMNAVAIRFORINST 4790.2D
1 Feb 2021

(a) All the MF logs and records direction moved to the new Chapter 8.
(b) MF Acceptance and Transfer Checklist remain in 10.43 Miscellaneous Programs and Processes NAMPSOP. (8) Fleet Readiness Center (FRC) Customer Liaison Program.

(9) Reliability Centered Maintenance (RCM) Program.

(10) Service Life Management Programs:

(a) This change eliminates all the detailed aircraft service period adjustment (ASPA) procedures currently in the NAMP that are just a repeat of the OPNAVINST 3110.11.

(b) The structural life limits management procedures currently listed in REV C under the 5.2.1.12 Structural Life Limits for (OPNAV 4790/142) paragraph have been added to this section.

(11) Vibration Analysis Program.

(12) Planner and Estimator (P&E) Services Program.

(13) Recovery and Reclamation of Crash Damaged Aircraft.

(14) Management Information Systems (MIS).

(15) Management of Permitted Radioactive Commodities on Naval Aircraft.

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

1. This is a major rewording and formatting of Chapter 11 to provide detail and clarity on policy for contracting maintenance services and commercial derivative aircraft programs. No significant procedures were changed.

Chapter 12 - COMNAVAIRSYSCOM Aviation Depot Level Industrial Program, Depot Special Process Certification, and Naval Air Technical Data and Engineering Service Center (NATEC) Engineering Technical Services (ETS)

1. This NAMP change incorporates COMNAVAIRSYSCOM functions currently in Chapter 6 and Chapter 7 into Chapter 12 and updates current Chapter 12 content.

2. Deletes paragraph 7.7, Depot Level Quality Programs (DLQP) from Chapter 7. Applicable content is incorporated into COMFRC M-4855.6, Industrial Quality Operations Manual. COMFRCINST 4855.1, COMFRC Quality Management System (QMS) is the authoritative directive for Depot FRC quality. Depot QMS is established in Chapter 12.

3. Re-establishes Miniature/Microminiature Repair (2M) and Basic Soldering as a Depot Special Process.


5. Re-establishes Plane Captain as a Depot Special Process.
6. Deletes discussion of the following Depot Special Processes:
   a. Explosives Handling Personnel Qualification and Certification Program.
   b. Aircraft Releasing Authority.
   e. Aircraft Battle Damage Repair (ABDR) Personnel.

Chapter 13 - Naval Aviation Logistics Command Management Information System (NALCOMIS)

1. Retitles the NAMPSOP from "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)" to "Naval Aviation Logistics Command Management Information System (NALCOMIS)" to more accurately describe the scope of procedures covered in the NAMPSOP.

2. The change clarifies roles, responsibilities, and procedures for managing NALCOMIS OOMA and OIMA.

3. Combines basic NALCOMIS information of current Chapter 13 and Chapter 14.

4. Deletes repetitive reference to Naval Aviation Tactical Command Support System (NTCSS) Optimized Organizational Maintenance Activity NALCOMIS and NTCSS Optimized Intermediate Maintenance Activity NALCOMIS and instead uses the common acronyms of OOMA and OIMA.

5. Incorporates the NALCOMIS Baseline Manager functions in Chapter 1.

6. Deletes direction on WO and MAF preparation. This direction is included in rewrites of Chapter 15 (OOMA WOs) and Chapter 16 (OIMA MAFs).

7. Deletes references to “Maintenance Data Base Administer (MDBA)” and instead uses the common term “Data Base Administer (DBA)”

Chapter 14 - Naval Aviation Maintenance Data System (MDS); Maintenance Data Reports (MDR); Data Analysis; Aviation Maintenance Metrics

1. This change consolidates MDS and data analysis procedures in Chapter 5 and 13 into Chapter 14.

2. Updates or expands MDS-related definitions in Appendix A.

3. Removes outdated direction on machine process MDS data.

4. Per AMA 2019-30, makes it mandatory to provide a point of contact to the DECKPLATE National Help Desk and updates the National Help Desk phone number and email.

5. Changes COMNAVAIRFOR lead code to N422D NALCOMIS.

6. Consolidates direction related to Data Analysis into one section.
7. Deletes outdated direction regarding NALCOMIS I-level Production Reports, and instead refers to current BMT reports in the new AIRSpeed NAMPSOP.

8. Per AMA 2020-05 and AMA 2020-11, emphasizes NAVAIR Program Office Reliability Control Board responsibilities for monitoring performance throughout aircraft/equipment life cycle, and maintenance activity responsibilities for data accuracy.

9. Requires a monthly AV3M Summary and directs the minimum AV3M data elements for O-level and for I-level.

10. Adds standard O-level maintenance performance metrics and responsibilities for COMNAVAIRSYSCOM DECKPLATE to analyze maintenance performance data for the entire T/M/S population and provide statistical information for squadrons to be able to compare their performance in relation to T/M/S average performance and +/- standard deviation ranges.

11. Adds definitions and modifies current definitions in Appendix A related to MDS and data analysis.

**Chapter 15 - Organizational Level (O-Level) Maintenance Document Procedures**

1. Retitles the NAMPSOP from "Organizational Level (O-Level) Maintenance Data System (MDS) Functions, Responsibilities, and Source Document Procedures" to "Organizational Level (O-Level) Maintenance Document Procedures" to more accurately describe the scope of procedures covered in the NAMPSOP.

2. This is a complete rewrite of Chapter 15 to update procedures related to OOMA work order documentation.

3. Replaces OPNAV 4790/60 VIDS/MAF form procedures with OOMA WO procedures.

4. Adds standard procedures for contingency operations in the event OOMA goes down, which eliminates the need for each command to establish a LCP.

5. Per CNAF Aviation Financial Analysis Team, updates documentation procedures for ordering aircraft tires or wheels as a tire and wheel assembly utilizing an assigned NIIN, vice ordering both under the wheel’s NIIN. Currently there is no standard business practice for all T/M/S, which creates inaccurate documentation of cost data, malfunctions, and man-hours, and results ordering bit piece parts against the wrong item. Currently FA-18 A-F, EA-18G, and P-8 aircraft have tire and wheel assembly NIINs established. Those T/M/S without a tire and wheel NIIN will have to create a local NIIN.

6. Changes the term “When Discovered” (WD) to Discovered (DISC) to match the title of the corresponding OOMA WO or MAF field.

7. Per PMA-290 change proposal, clarifies documenting SCIR on FOM work orders only if the FOM action is the single reason for the aircraft requiring a functional check flight.

8. Per AMA 2020-11, provides direction on correcting OOMA WOs.
Chapter 16 - Intermediate Level (I-Level) Maintenance Documentation Procedures

1. This change restructures Chapter 16 sections 16.1, 16.2, 16.3, and 16.4 to better focus and present direction related to I-level documentation procedures.

2. Deletes information irrelevant to NALCOMIS I-level MAF documentation.

3. Deletes outdated Issue, Receipt, Inventory, and Location (IRIL) procedures and the IRIL Board Figure 16-7, which are no longer used.

4. Consolidates VIDS/MAF procedures into a separate section of contingency procedures to be used when OIMA is not functioning.

5. Incorporates COMFRC change proposal to reorganize, update and correct Depot BCMI documentation procedures, including procedures for the new BCMI web-based application (OIMA 3.40).

6. Deletes procedures related to data analysis, which are included in the new Chapter 14.

7. Shortens use of the phrase NALCOMIS OIMA and the phrase Naval Tactical Command Support System (NTCSS) OOMA NALCOMIS to OIMA and OOMA.

8. Consolidates repeated subjects, such as Material Requisition procedures, Historical File, and corrosion prevention and treatment documentation requirements.

Appendix A - Acronyms, Abbreviations, and Definitions

1. Removes numerous acronyms and terms no longer used and terms no longer commonly used in naval aviation maintenance.

2. Deletes or modifies generic definitions to make them relevant to the conduct of naval aviation maintenance.

3. Changes or adds numerous existing definitions where needed to provide clarity.

4. Deletes non-definition wording.

5. Adds acronyms related to previously approved NAMP changes.

Appendix B - Forms and Reports

1. No changes.

Appendix C - Directives and Publications

1. This change updates instructions and publications to current and deleted or adds instructions and publications as required by citation in the NAMP.

Appendix D - Local Command Procedures

1. This change revises the example of a LCP to more closely align with the format of a NAMPSOP (References, Introduction, Requirements, Responsibilities). The change also adds three NOTES to emphasize that LCPs are only required if needed to clarify procedures not
adequately addressed in the NAMP or other governing directive; require squadrons to submit their LCPs to their Wing for review for potential inclusion in a Wing LCP; and require LCPs to be reviewed annually and whenever there is a change to the NAMP or other directive applicable to the subject of the LCP.

Appendix E - Maintenance Documentation Codes

1. This change updates Work Center Code 015, this work center will be used for non-aircraft maintenance, local organization purposes only and no documentation in the AV3M Data System.2. Deletes outdated references to VIDS/MAF procedures and other non-hardcopy records, such as column fields on RT79 records.

3. Deletes all codes related to AIRRS Xrays, which have been moved to the new Chapter 9 (Aircraft Inventory Management and Material Condition Reporting).

4. Updates the definition of an Assembly Code to match NA 00-25-8.

5. Clarifies the definitions of Discovered Codes A, B, C, D, and E (Before Flight - Abort, Before Flight - No Abort, In-Flight - Abort, In-Flight - No Abort, and After Flight/Between Flight) to remove common misconception only aircrew can write WOs with these WD Codes, and to clarify the distinction between a “mission” vice a “flight”.

6. Adds EA-18G to I-level codes related to the ALQ-99 system.

7. Updates information on Organization (ORG) code assignments and provides information on where to send requests for ORG Code additions and deletions.

8. Deletes I-level Work Center codes no longer used, and adds new I-level work centers 41B – CFM56 Aircraft Engine Repair Shop and 550 – Additive Manufacturing.

9. Modifies AWM Code M1 (Awaiting or undergoing depot repair) to add clarity on application at the O-level and I-level.

10. Modifies AWM Code M6 (Awaiting Intermediate level maintenance) to add clarity on application at the O-level and I-level.

11. Adds WUC Code 030WMCI for use with aircraft undergoing MCI inspection. This code was announced in AMA 2015-19 (and activated in the OOMA baseline), but never added to the WUC code list.

12. Adds new corrosion MAL codes for Galvanic, Hydrogen Embrittlement, Crevice, High Temperature Oxidation (HOT) and Erosion.

13. Changes corrosion term from minor to light.

14. Deletes all flight critical corrosion malfunction codes.

15. Adds Special Induction (SI) to Type Work Order Codes for I-level use.

Appendix F - Data Entry Procedures

1. No significant changes.