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FM COMNAVAIRFOR SAN DIEGO CA

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INFO COMNAVAIRPAC SAN DIEGO CA

COMNAVAIRLANT NORFOLK VA

COMNAVAIRSYSCOM PATUXENT RIVER MD

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PASS TO OFFICE CODES: COMNAVAIRPAC SAN DIEGO CA/N40/N41/N42/N422//

COMNAVAIRLANT NORFOLK VA/N40/N41/N421/N423//

MSGID/GENADMIN/COMNAVAIRFOR SAN DIEGO CA//

SUBJ/COMNAVAIRFOR AVIATION MAINTENANCE ADVISORY (AMA) 2026-02

CY25 TOP TEN PROBLEMATIC PROGRAMS, PRACTICALS, AND DISCREPANCIES//

REF/A/DOC/COMNAVAIRFORINST 4790.2E/28OCT2024//

AMPN/ REF A IS THE NAVAL AVIATION MAINTENANCE PROGRAM.//

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GENTEXT/REMARKS/1. The purpose of this advisory is to promulgate CY25

Top Ten Problematic Aviation Maintenance Programs, Practical's, and

Discrepancies. The information contained within this advisory is

designed to enhance maintenance practices and improve performance in

the programs and areas listed below. It is applicable to Navy and

Marine Corps Organizational, Intermediate, and Depot Maintenance

activities inspected by CNAF AMMT. All content of this AMA is

required reading.

2. The following CSEC programs and program areas that had the most severe discrepancies (critical and majors) during Aviation Maintenance Inspections conducted during CY25. The CSEC Number of the top point detractor for the applicable program or area is listed in parentheses:

a. O-Level

1800 - Support Equipment Maintenance (CSEC #1819). Load bearing items are found to be NRFI and utilized. I-Level inspections are not being complied with and gear is being utilized.

900 - Maintenance Department Safety Program (CSEC #921). Tow tractors and B-1 stands are not chocked. Pressurized nitrogen servicing bottles are being left unattended.

1900 - Technical Data Management (CSEC #1915). Outdated publications are readily available for use. Paper publications are outdated and not being maintained.

5200 - Aviation Life Support Equipment (CSEC #5214). ALSS equipment are not being inspected properly IAW technical publications to include unauthorized modifications to flight gear.

2200 - Hazardous Material Control and Management (CSEC #2228). HAZMAT on hand stored in lockers do not have an SDS or have an incorrect SDS on file.

1200 - Foreign Object Damage Prevention (CSEC #1223). Unaccounted for consumables and hardware are being found in work centers. Improper bag and tag is being found throughout units.

3300 - Logs and Records (CSEC #3307). Multiple tasks are not being tracked for Hi-Time components. Utilize pivot tables to accurately screen tasks within OOMA.

2000 - Naval Aviation Metrology and Calibration (CSEC #2018). TDME assets are not properly tracked on Format 350s. Multiple calibrated assets available for use with suspected NRFI status.

600 - Hydraulic Contamination Control (CSEC #609). Annual proficiencies are not being completed for both hydraulic sample methods (PODS and Patch).

1700 - Support Equipment Operator Training and Licensing (CSEC #1710). Personnel are being licensed to operate nitrogen support equipment without meeting all licensing requirements.

b. I-Level

1800 - Support Equipment Maintenance (CSEC #1825). Personnel are not performing pre-operational inspections on support equipment, which include load bearing items.

700 - Tire and Wheel Maintenance Safety (CSEC #727). NRFI tire inflation kits are being utilized to service tires.

5100 - Armament Weapons Support Equipment (CSEC #5128). NRFI AWSE is being utilized or available for use. Acceptance inspections and maintenance requirements are not being performed.

1200 - Foreign Object Damage Prevention (CSEC #1223). Unaccounted for consumables and hardware are being found in work centers.

2000 - Naval Aviation Metrology and Calibration (CSEC #2009).

Multiple calibrated assets available for use with suspected NRFI status. Calibrated assets have broken/missing void stickers.

1900 - Technical Data Management (CSEC #1918). Outdated publications are readily available for use. IRAC/ERAC/RAC are not being incorporated in the required time constraints.

2200 - Hazardous Material Control and Management (CSEC #2228). HAZMAT on-hand stored in lockers do not have an SDS or have an incorrect SDS on file.

2400 - ESD Protection and EMI Reporting (CSEC #2411). Multiple ESD parts are not properly ESD protected. ESD sensitive items are being stored improperly.

900 - Maintenance Department Safety Program (CSEC #921). Multiple ground support equipment are not chocked properly.

500 - Aviators Breathing Oxygen Surveillance (CSEC #512). Oxygen Use Only tools are not being maintained and etched accordingly.

3. The following Practical's were most commonly found to receive a grade of "Unsatisfactory" during Aviation Maintenance Inspections conducted during CY25.

a. O-Level

TIER 1 Hazardous Material Exposure to Personnel/Use of SDS (Personnel are not wearing appropriate PPE.)

TIER 1 Aircraft Move (Technicians are not checking measurements/
check for wear and cuts on tires.)

TIER 3 Fuel Sampling and Contaminated Sample Procedures (Technicians
are not reviewing SDS prior to handling fuel.)

TIER 3 Respirator Check-Out/Cleaning/Storage (Respirator check out
was based on memory instead of following the respirator protection
program inspection procedures.)

TIER 3 Tire and Wheel Emergency Deflator Location (Technicians are
unable to identify or locate the Emergency Tire Deflator.)

b. I-Level

TIER 1 Hazardous Material Exposure to Personnel/Use of SDS
(Personnel are unfamiliar with sections of the SDS that are used to
administer first aid.)

TIER 3 Tire and Wheel Shipping Procedures (Supply personnel are
unable to identify if tire was pressurized or not.)

TIER 3 Component Induction Procedures (AMSU reps are unfamiliar with
Component Induction Procedures.)

TIER 3 Format 350 Verification (Work Center Calibration Binder is
incomplete to verify statuses of all calibrated assets.)

TIER 3 Hydraulic Servicing/Support Equipment Sampling Procedures
(Technicians did not read the SDS before pulling the hydraulic
sample.)

4. Corrections, Changes, and Deviations may be submitted
to namp_policy@us.navy.mil per paragraphs 1.2.4, 1.2.5, and 1.2.6.

5. Activities should conduct routine monitoring of available CNAP
digital outlets to confirm issuance of new AMAs. AMAs are
disseminated via the CNAF Microsoft Teams general channel (under
Files), Intelink website (how-to guide is available by emailing
CNAF_AMMT@us.navy.mil), or CNAF-N422C SharePoint website.

6. Open-facing (non-CAC required) access to the NAMP is available at
NAVAIR URL: [//">https://www.navair.navy.mil/sites/g/files/jejdrs536/
files/2021-02/COMNAVFORINST%204790.2D%20NAMP.pdf.//](https://www.navair.navy.mil/sites/g/files/jejdrs536/files/2021-02/COMNAVFORINST%204790.2D%20NAMP.pdf)

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