APPENDIX E
Maintenance Documentation Codes

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Maintenance Documentation Codes

ACTION TAKEN (AT) CODES

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

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

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

B. Repair or Replacement of Items.

The repair or replacement of these items, such parts as attaching units, seals, gaskets, Packing, Tubing, Hose, and Fittings, that are not integral parts of work unit coded items or components. These parts are not identified by work unit codes (WUC) and are normally a connecting or attaching link between two or more components that do have WUCs assigned. Therefore, when items of this nature are repaired or replaced, this AT Code is used. In case of doubt regarding which component to identify, the WUC of the component serviced will be used.

C. Repair.

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

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

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

F. Failure of Items Undergoing Check and Test.

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

G. Spare Fiber Optic Segment Used from Within Cable Assembly to Repair Aircraft Discrepancy.

This code is used by either O-level or D-level to account for the usage of any fiber optic spare lines within the aircraft.

H. Fiber Optic Line Repaired Utilizing Termini Repair Procedure.

This code is used to document the repair of a fiber optic cable terminal.

I. Fiber Optic Line Repaired Utilizing Splicing.

This code is used to document the repair of a fiber optic cable utilizing the fusion splicing procedure.

J. Calibrated - No Adjustment Required.

This code is used when an item is calibrated and found serviceable without need for adjustment. If the item requires adjustment to meet calibration standards, use code K. This code applies to test, measurement, and diagnostic equipment (TMDE) only.

K. Calibrated - Adjustment Required.

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

L. Work Stoppage - Awaiting Parts.

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

N. Work In-Progress - Close out.

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

P. Removed.

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

Q. Installed.

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

R. Remove and Replace.

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

S. Remove and Reinstall.

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

T. Removed and Replaced for Cannibalization.

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

Y. Troubleshooting.

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

Z. Corrosion Treatment.

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

0. Phase and Special inspections, Corrosion Preservation and Depreservation

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

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

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

BCM 1 - Repair Not Authorized

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

BCM 2 - Lack of Equipment, Tools, or Facilities

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

BCM 3 - Lack of Technical Skills

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

BCM 4 - Lack of Parts

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

BCM 5 - Fails Check and Test

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

BCM 6 - Lack of Technical Data

This code is entered when repair is authorized, but cannot be performed because of a lack of technical data. For example, maintenance manuals or test program sets exist but cannot be obtained within 30 days, maintenance manuals or test program sets do not exist or cannot be identified within 30 days, applicable manuals or test program sets are available, but do not provide adequate technical information.

BCM 7 - Beyond Authorized Repair Depth

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

BCM 8 - Administrative

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

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

BCM 9 - Condemned

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

AWAITING MAINTENANCE (AWM) REASON CODES

M1. Awaiting or undergoing depot repair at the reporting custodian site

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

M2. Support equipment (SE), hangar, hangar deck spaces, or facilities

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

M3. Backlog

Workload in excess of work center capability.

M4. Off-shift hours

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

M5. Other

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

M6. Awaiting aircraft intermediate maintenance department maintenance

Awaiting the return of an engine or component from the aircraft intermediate maintenance department or detachment (AIMD) during a not mission capable maintenance (NMCM) period. This code would be annotated when no further work could be accomplished without the engine or component in process in AIMD. Subsystem Capability Impact Report will reflect the control job control number (JCN) for the airframe and the WUC of the delinquent item.

M7. Flight operations/operational utilization

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

M8. Awaiting other shops or maintenance actions

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

M9. Awaiting maintenance funding

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

CT. Awaiting maintenance cure time

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

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

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

GENERAL WORK UNIT CODES (WUC)

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

030 - Maintenance Inspections. Used for acceptance, transfer, and conditional inspections.

040 - Corrosion Prevention. Used when documenting unscheduled corrosion prevention, including unscheduled aircraft washing.

049 - Preservation and Depreservation. Used when end items are preserved for temporary or long term storage or shipment, and for depreservation. Refer to Chapter 15 for specific documentation procedures.

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

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

050 - General Functions. Includes aeronautical related functions, such as painting, stenciling, lettering, and installing decals; fabric and metal tests; calibration of mechanical devices; reclamation and salvage; local manufacture and fabrication; and oil analysis. Use code 050 only if none of the following codes apply.

051 - Wheel and Tire Buildup and Teardown.

052 - Check, Test, and Service. Includes items other than those listed in code 050 or those power plant and life support items listed under codes 060 and 080, respectively.

060 - Propulsion System Support. Includes tasks such as the handling of engines, propellers and rotor heads. Use the appropriate specific code from the following list; if none of these apply, use code 060.

061 - Quick Engine Change Assembly and Quick Engine Change Kit Buildup and Teardown.

062 - Propeller and Rotor Head Buildup and Teardown.

063 - Engine Test Stand Operation.

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

080 - Inspection of Aviators Equipment, Safety and Survival Equipment. For work in this general category use the appropriate specific code from the following list; if none of these apply, use code 080.

081 - Check, Test, Service, and Repack of Parachutes. Includes personnel, cargo, and drag parachutes.

082 - Check, Test, and Service of Flotation Equipment. Includes life rafts and life vests.

083 - Check, Test, and Service of Personal Equipment. Includes torso harnesses, pressure suits, general flight clothing, and helmets.

084 - Check, Test, and Service of Oxygen Equipment. Includes oxygen masks, oxygen regulators, and liquid oxygen converters.

090 - Nonaeronautical Work. Nonaeronautical work is defined as work that cannot be properly charged to aircraft, power plants, SE, missiles, trainers or other aeronautical equipment within the scope of TECs "A" through "Y". It includes manufacture, repair, assembly, disassembly, painting, or other productive labor that contributes to the overall state of readiness of the reporting unit. Used only with TEC "Z" series.

091 - Surface PMS. Used with TEC "Z" series to document man-hours consumed in performing scheduled and unscheduled surface PMS functions.

8XX Weapons Handling Intra-Activity Support Work Order codes (8 series) are used when documenting Aviation Weapons Operational demands in support of the AIRWING, MAWs, or squadrons.

INVENTORY CODES

The alphanumeric, one position inventory codes listed below are to be entered in card column 51 of the RT-79 record. Inventory codes denote the status of the aircraft or equipment as it relates to OOMAs aircraft status codes. Inventory codes are as follows:

0 - INVENTORY ONLY

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

A - FULLY OPERATIONAL

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

1 - PHASE DEPOT MAINTENANCE (PDM)

Aircraft or equipment that is enroute to, awaiting, or undergoing PDM.

2 - SPECIAL REWORK AT THE DEPOT FACILITY

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

3 - SPECIAL REWORK AT THE REPORTING CUSTODIAN SITE

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

4 - OTHER

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

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

9 - INVENTORY LOSS

AIRCRAFT STATUS CODES FOR USE ON RT-79 INVENTORY CODES

STATUS CODES	RT-79 INVENTORY CODES
ALL A	A
ALL D, E, F	1
ALL G, H, I (See Note)	2
ALL G, H, I (See Note)	3
ALL OTHERS	4
Transfers Regardless Of Status Code	9

NOTE: Depending on the physical location (UNIT SITE).

MALFUNCTION (MAL) CODES

Corrosion Control, Types of Corrosion, and Severity of Corrosion

Use these codes when the need for maintenance exists to document the type and severity of corrosion found on aircraft, aircraft components, and SE.

NOTE: All maintenance personnel shall ensure the proper MAL codes are used (as required) per Appendix E to document the type and severity of corrosion found on aircraft, aircraft components, and SE.

Surface Corrosion

C01	Light surface corrosion
C02	Moderate surface corrosion
C03	Severe surface corrosion

Pitting Corrosion

C11	Light pitting corrosion
C12	Moderate pitting corrosion
C13	Severe pitting corrosion

Exfoliation Corrosion

C22	Exfoliation corrosion

Filiform Corrosion

C31	Light filiform corrosion
C32	Moderate filiform corrosion
C33	Severe filiform corrosion

Fiber Optics Components

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

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

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

Wiring and Wiring Components

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

Inspection (Potential) Failure Group

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

Harness/Wire Chafing

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

Circuit Breakers/Relays

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

Connectors

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

Dielectric (Insulation)

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

Installation/Security

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

Terminal Boards/Modules/Points

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

Functional Failure Group

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

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

Alphabetical List

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

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

Conditional (No Fault) Group

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

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

810	NO DEFECT - weapons support
440	OVERAGE, OBSOLETE OR SURPLUS
579	OTHER NDI METHODS
570	RADIOGRAPHIC INSPECTION
787	TIRE REMOVAL - normal wear
877	TRANSPORTATION DAMAGE
575	ULTRASONIC INSPECTION
110	UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND

Reason for Removal Group

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

956	ABNORMAL FUNCTION - of computer mechanical equipment
314	ACCELERATION/DECELERATION IMPROPER
693	AUDIO/VIDEO FAULTY
652	AUTOMATIC ALIGN TIME EXCESSIVE
780	BENT, BUCKLED, DENTED, COLLAPSED, DISTORTED, OR TWISTED
135	BINDING, STUCK, JAMMED
070	BROKEN, BURST, RUPTURED, PUNCTURED, TORN, CUT (See Note.)
900	BURNED OR OVERHEATED (See Note.)
150	CHATTERING
185	CONTAMINATION - metallic
306	CONTAMINATION - nonmetallic
307	CONTAMINATION - Chemical or Biological
308	CONTAMINATION - Radiological
190	CRACKED, CRAZED (See Note.)
782	DEFECTIVE OR DAMAGED TIRE SIDEWALL, TREAD, BEAD, ETC.
846	DELAMINATED
117	DETERIORATED/ERODED (See Note.)
932	DOES NOT ENGAGE, LOCK OR UNLOCK PROPERLY (See Note.)
320	ENGINE COMPRESSOR STALLS, BUZZ, CHUG, THUMP
922	ENGINE MONITORING SYSTEM INDICATES OVERTEMP LIMIT EXCEEDED
959	FAILS TO TRANSFER TO REDUNDANT EQUIPMENT
051	FAILS TO TUNE/DRIFTS
069	FLAME OUT
037	FLUCTUATES, OSCILLATES - frequency/RPM unstable, intermittent, weak/no stabilization
327	FLUCTUATING ENGINE OIL PRESSURE INDICATION
696	FLUID LOW
188	GLAZED
653	GROUND SPEED ERROR EXCESSIVE
329	HIGH ENGINE OIL PRESSURE INDICATION
281	HIGH OUTPUT
916	IMPENDING OR INCIPIENT FAILURE - indicated by oil analysis (JOAP)
381	LEAKING - internal or external
383	LOCK - ON MALFUNCTION
989	LOW COOLANT FLOW
328	LOW ENGINE OIL PRESSURE INDICATION
282	LOW OUTPUT
537	LOW POWER OR THRUST - mechanical
425	NICKED OR CHIPPED (See Note.)
682	NO AZIMUTH OR DRIFT
326	NO ENGINE OIL PRESSURE INDICATION
325	NON-RECOVERABLE IN-FLIGHT SHUTDOWN - Engine
958	NO OR INCORRECT DISPLAY/SCOPE PRESENTATION
255	NO OUTPUT
823	NO START, STALLED/HUNG START, HOT START, DETONATION, OR HARD/LATE AFTERBURNER LIGHT
257	OFF COLOR
398	OIL CONSUMPTION EXCESSIVE
464	OVERSPEED/RUNAWAY OPERATION
429	PEELED OR BLISTERED (See Note.)

520	PITTED
010	POOR OR NO FOCUS
525	PRESSURE/VACUUM/COMPRESSION INCORRECT
935	SCORED, SCRATCHED, GOUGED, BURRED (See Note.)
585	SHEARED
681	SHUTTER HUNG/NO TRIP
503	SUDDEN STOP
649	SWEEP MALFUNCTION
334	TEMPERATURE INCORRECT
781	TIRE LEAKAGE EXCESSIVE OR BLOWOUT
599	TRAVEL OR EXTENSION INCORRECT
561	UNABLE TO ADJUST TO LIMITS
465	UNDERSPEED
690	VIBRATION EXCESSIVE
622	WET (See Note.)
020	WORN, STRIPPED, CHAFED, FRAYED - except electrical wiring (See Note.)

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

Reasons for Failure Group

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

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

128	RIGGING/INDEXING INCORRECT
615	SHORTED - including internal (See Note.)
679	SIGNAL DISTORTION - input/output pulse, data link errors, etc.
420	SPAR SPLINTERING
279	SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
695	SYNC ABSENT OR FAULTY
167	TORQUE INCORRECT
169	VOLTAGE INCORRECT
447	WRONG LOGIC - program or computer

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

Numerical List

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

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

Conditional (No Fault) Group

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

000	ADMINISTRATIVE - look portion of an inspection; or, work request for manufacture
030	MISHAP DAMAGE
086	IMPROPER HANDLING
087	IMPROPER IDENTIFICATION
092	MISMATCHED - electronic part
093	MISSING PART - except code 105 or 110
105	LOOSE, MISSING, OR FAULTY - bolts, nuts, screws, rivets, safety wire, cotter keys, fasteners, and like items. (See Note.)
110	UNINTENTIONAL DEPARTURE OF OBJECTS FROM AIRCRAFT, AIRBORNE, OR ON THE GROUND
140	MISSING SRC CARD, ASR, MSR, OR AESR
158	LAUNCH DAMAGE
174	DELIVERED AIRCRAFT QUALITY – manufacturing related quality issue
246	IMPROPER/FAULTY MAINTENANCE (See Note.)
301	FOD - use 374 for internal failure
302	FOREIGN OBJECT - safety wire, fasteners, tools, or other objects discovered in aeronautical equipment which could lead to FOD if not removed
311	HARD LANDING
437	DAMAGED DUE TO OPERATOR ERROR - improper selection, positioning, release, shutdown, activation, or like activities
440	OVERAGE, OBSOLETE OR SURPLUS
570	RADIOGRAPHIC INSPECTION
571	MAGNETIC PARTICLE INSPECTION
572	EDDY CURRENT INSPECTION
573	HARMONIC BOND INSPECTION
574	FIBER-OPTIC BORESCOPE INSPECTION
575	ULTRASONIC INSPECTION
576	LIQUID PENETRANT INSPECTION
577	GASEOUS LEAK TEST
578	ACOUSTICAL COIN-TAP TEST
579	OTHER NDI METHODS
602	FAILED, DAMAGED OR REPLACED - due to malfunction of associated equipment/item
731	BATTLE DAMAGE
787	TIRE REMOVAL - normal wear

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

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

Reason for Removal Group

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

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

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

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

Reasons for Failure Group

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

007	ARCING, ARCED (See Note.)
008	NOISY, MICROPHONIC, GASSY, HIGH ANODE CURRENT, LOW GM/EMISSION, OR OPEN FILAMENT/TUBE CIRCUIT
028	CONDUCTANCE INCORRECT
029	CURRENT INCORRECT
064	MODULATION INCORRECT
088	GAIN OR STANDING WAVE RATIO INCORRECT
127	ADJUSTMENT OR ALIGNMENT IMPROPER
128	RIGGING/INDEXING INCORRECT
167	TORQUE INCORRECT
169	VOLTAGE INCORRECT
177	FUEL FLOW INCORRECT
180	CLOGGED, OBSTRUCTED, PLUGGED - use code 306 for contamination
191	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO VIBRATION(S)
192	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO CONNECTOR, CONNECTOR CORROSION, BENT PINS
193	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO OIL CONTAMINATION
194	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO HIGH INDICATION
195	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO LOW INDICATION
196	ENGINE OIL PRESSURE TRANSMITTER FAILS DUE TO TRANSMITTER SHORT
279	SPRAY PATTERN DEFECTIVE OR FUEL NOZZLE COKED
290	FAILS – diagnostic/automatic tests

292	FAILS – acceptance check
295	FAILS – check/test
350	INSULATION BREAKDOWN
374	INTERNAL FAILURE – use 301 for FOD
410	LACK OF/IMPROPER LUBRICATION
416	OUT OF ROUND
420	SPAR SPLINTERING
447	WRONG LOGIC - program or computer
450	OPEN (See Note.)
458	OUT OF BALANCE
481	KEY WAY OR SPLINE DAMAGED/WORN (See Note.)
567	RESISTANCE/IMPEDANCE HIGH
568	RESISTANCE/IMPEDANCE LOW
615	SHORTED - including internal (See Note.)
651	AIR IN SYSTEM
679	SIGNAL DISTORTION - input/output pulse, data link errors, etc.
695	SYNC ABSENT OR FAULTY
697	MAGNETIC TAPE BROKEN/FAULTY
698	FAULTY – card or micrologic device
703	PROGRAM FAILURE
710	BEARING FAULTY
720	BRUSH, SLIP RING/COMMUTATOR WORN EXCESSIVELY/FAILURE
766	OUT OF SPECIFICATION/CHANGE OF VALUE
799	NO DEFECT - malfunction could not be duplicated, item checks good
962	POWER OUTPUT DIP/LOW - electronic
969	CANNOT RESONATE - input cavity, magnetron

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

ORGANIZATION (ORG) CODE STRUCTURING

Purpose

ORG codes are three-character codes that identify the reporting and processing activities associated with maintenance and operational data. The first character of the ORG code is structured to facilitate the grouping and summarization of data by major commands. The second and third characters are assigned to identify specific units within the major command. Organizational relationships to CVW, MAG, Wing, or Base as well as Local IMA and Supply are also dynamically maintained within the ORG code system, including begin and end dates for these assignments. Aircraft reporting custodians are also assigned a PUC controlled by COMNAVAIRFOR (N422B). Detailed listings of assigned codes are available in the DECKPLATE Organization Code Translator located within DECKPLATE Reference Lookups.

General Guidelines

a. ORG codes will not ordinarily be changed as a result of the internal reorganization or relocation of units within a major command.

b. ORG codes will not be changed when an activity has a name change.

c. An ORG code will not be reassigned to another activity. An ORG code will be reassigned only when organizations are reestablished or returning to the major command from which previously assigned.

Code Structuring

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

A - Atlantic Fleet Squadrons and Shore Stations

B - Atlantic Fleet Squadrons with Detachments

C - Atlantic Fleet Ships

D - Pacific Fleet Ships

F - Atlantic Fleet Marine Force Activities

G - Pacific Fleet Marine Force Activities

J - Naval Air Maintenance Training Group

K - Naval Air Reserve Squadrons

M - Marine Activities Not Assigned to a Fleet Marine Force

P - Pacific Fleet Squadrons and Shore Stations

Q - Pacific Fleet Squadrons with Detachments

R - Naval Air Reserve Training Activities

S - Marine Air Reserve Training Activities

T - Naval Air Training Activities

W - Naval Air Systems Command Activities

Z - Miscellaneous Activities

Squadrons with Detachments

Squadrons that normally operate detachments are assigned codes in the B series (Atlantic Fleet) and Q series (Pacific Fleet). A zero in the third position of the code, for example, BEO, will designate the parent activity. Detachments of these squadrons will be assigned permanent organization codes within the structure of the basic code assigned to the parent activity, for example, BE1, BE2. The parent activity will request appropriate code changes, additions, or deletions when (1) forming a detachment that is not listed in the master list, or (2) disestablishing a detachment listed in the master list. Requests can be sent via the cognizant Wing, MAW, or ISIS by naval letter or e-mail. Message address: COMNAVAIRFOR SAN DIEGO CA//N422/N422B//Letter address: COMNAVAIRFOR ATTN: CODE N422B, PO BOX 357051 SAN DIEGO, CA 92135-7051. E-mail namp_policy.fct@navy.mil. Naval Supply Weapon Systems Support (NAVSUP WSS) will be included as an information addressee. Requests will include the detachment designation, PUC, deployment location, effective date of the detachment formation or disestablishment, and a brief reason for the change.

Request for Addition, Deletion, or Change of ORG Codes

Requests for additions, deletions, or to ORG codes must be submitted by naval letter to COMNAVAIRFOR (Code N422B) via the cognizant Wing, MAW, or equivalent ISIC.

NOTE: To expedite processing, letters may be scanned and submitted by e-mail to namp_policy.fct@navy.mil.

a. Naval letter format:

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

Subj: AVIATION 3M ORGANIZATION CODE CHANGE REQUEST

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

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

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

(Requester's Signature)

Copy to:
COMNAVAIRSYSCOM (AIR-6.8.4)
NATEC (AIR-6.8.5)

b. Mailing address:

COMMANDER NAVAL AIR FORCES
ATTN: N422B
PO BOX 357051
SAN DIEGO, CA 92135-7051

Upon approval, COMNAVAIRFOR N422B will inform COMNAVAIRSYSCOM (AIR-6.8.4) and NATEC (AIR-6.8.5).

SPECIAL INSPECTION WORK UNIT CODES (WUC)

Seventh Position Matrix

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

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

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

TECHNICAL DIRECTIVE (TD) STATUS CODES

Status Code Explanation

A - Assisting Work Center

C - Complied With

D - Does Not Apply (Note 1)

P - Previously Complied With

Q - TD Removal (Note 2)

W - Work in Progress

NOTES: 1. Use of Status Code D must be verified by a quality assurance representative (QAR).

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

Technical Directive (TD) Codes

Alphabetical List

CODE	TITLE
58	Accessory Bulletin (AYB)
61	Accessory Change (AYC)
99	Age Exploration Bulletin (AEB)
94	Airborne Software Bulletin (ASB)
93	Airborne Software Change (ASC)
76	Airborne Weapon Bulletin (AWB)
75	Airborne Weapon Change (AWC)
67	Aircrew System Bulletin (ACB)
66	Aircrew System Change (ACC)
74	Airframe Bulletin (AFB)
50	Airframe Change (AFC)
57	Aviation Armament Bulletin (AAB)
56	Aviation Armament Change (AAC)
55	Avionics Bulletin (AVB)
54	Avionics Change (AVC)
41	Commodity Software Bulletin (CSB)
40	Commodity Software Change (CSC)
52	Dynamic Component Bulletin (DCB)
51	Dynamic Component Change (DCC)
79	Meteorological Equipment Bulletin (MEB)
73	Meteorological Equipment Change (MEC)
92	Naval Air Maintenance Trainer Bulletin (NTB)
91	Naval Air Maintenance Trainer Change (NTC)
98	Naval Air Maintenance Trainer Support Software Bulletin (TSB)
97	Naval Air Maintenance Trainer Support Software Change (TSC)
69	Photographic Bulletin (PHB)
68	Photographic Change (PHC)
01	Power Plant Bulletin (PPB)
02	Power Plant Change (PPC)

65 Propeller Bulletin (PRB)
64 Propeller Change (PRC)
04 Quick Engine Change Kit Bulletin (QEB)
03 Quick Engine Change Kit Change (QEC)
08 Reusable Container Bulletin (RCB)
07 Reusable Container Change (RCC)
84 Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Bulletin (LRB)
83 Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Change (LRC)
63 Support Equipment Bulletin (SEB)
62 Support Equipment Change (SEC)
96 Support Software Bulletin (SSB)
95 Support Software Change (SSC)
78 Target Control System Bulletin (TCB)
77 Target Control System Change (TCC)
06 Training Equipment Bulletin (TEB)
05 Training Equipment Change (TEC)

Numerical List

CODE	TITLE
01	Power Plant Bulletin (PPB)
02	Power Plant Change (PPC)
03	Quick Engine Change Kit Change (QEC)
04	Quick Engine Change Kit Bulletin (QEB)
05	Training Equipment Change (TEC)
06	Training Equipment Bulletin (TEB)
07	Reusable Container Change (RCC)
08	Reusable Container Bulletin (RCB)
40	Commodity Software Change (CSC)
41	Commodity Software Bulletin (CSB)
50	Airframe Change (AFC)
51	Dynamic Component Change (DCC)
52	Dynamic Component Bulletin (DCB)
54	Avionics Change (AVC)
55	Avionics Bulletin (AVB)
56	Aviation Armament Change (AAC)
57	Aviation Armament Bulletin (AAB)
58	Accessory Bulletin (AYB)
61	Accessory Change (AYC)
62	Support Equipment Change (SEC)
63	Support Equipment Bulletin (SEB)
64	Propeller Change (PRC)
65	Propeller Bulletin (PRB)
66	Aircrew System Change (ACC)
67	Aircrew System Bulletin (ACB)
68	Photographic Change (PHC)
69	Photographic Bulletin (PHB)
73	Meteorological Equipment Change (MEC)
74	Airframe Bulletin (AFB)
75	Airborne Weapon Change (AWC)
76	Airborne Weapon Bulletin (AWB)
77	Target Control System Change (TCC)
78	Target Control System Bulletin (TCB)

79	Meteorological Equipment Bulletin (MEB)
83	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Change (LRC)
84	Ship Installed and Expeditionary Airfield Launch, Recovery, and Visual Landing Aid Equipment Bulletin (LRB)
91	Naval Air Maintenance Trainer Change (NTC)
92	Naval Air Maintenance Trainer Bulletin (NTB)
93	Airborne Software Change (ASC)
94	Airborne Software Bulletin (ASB)
95	Support Software Change (SSC)
96	Support Software Bulletin (SSB)
97	Naval Air Maintenance Trainer Support Software Change (TSC)
98	Naval Air Maintenance Trainer Support Software Bulletin (TSB)
99	Age Exploration Bulletin (AEB)

TIME OR CYCLE PREFIX CODES

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

A. Type Equipment Time

Used to report the removal and installation of equipment not having an hour meter installed or an aeronautical equipment service record assembly service record (AESR) module service record (MSR), equipment history record (EHR), or scheduled removal component (SRC) card maintained. This reflects the Total Type Equipment Time in whole hours only, on the end item from which the component was removed. All entries in these blocks must be five digits, for example, report 27 hours Type Equipment Time as A0027. If Type Equipment Time exceeds 9,999 hours, record the last four digits only, for example, 10,231 hours would be recorded as A0231. For equipment without logbooks, where Total Type Equipment Time is unknown, such as TMDE, use A0000.

B. Captive Flights

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

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

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

D. Days

Number of days

E. Operating Hours or Counts for Items Having an AESR

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

F. Flight Hours. Total flight hours

(For use with missile targets only.)

G. Date of Manufacture

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

H. Date Placed Into Service

Date the equipment was placed into service, as recorded on the equipment or associated documents. Also used to designate the open date or propellant manufacture date for cartridges (CART), cartridge actuated devices (CAD), or propellant actuated device (PAD). Date to be entered and read as MMYY, for example,

1104. (For use with survival equipment and expeditionary airfield lighting, matting, Fresnel lens, visual communication systems, and CARTs, (CADs, or PADs.)

K. Arrestments

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

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

L. Landings

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

M. Meter Time

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

N. Rounds Fired

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

P. Cycles

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

S. Starts

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

T. Catapult Shots

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

U. Months Installed

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

W. Warranty

This code indicates that the component is under warranty and will be used in fields E47 and G43 only. After the prefix code, enter the length of the warranty period in time/cycles, or the date of warranty expiration. Information about warranty length/expiration date can be found on the data plate affixed to the item, or in its

logbook or associated records. If the expiration of the warranty is by date, enter on the MAF the year and month, for example, if warranty expires September 2004, enter W0409.

X. Contract Number

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

TRANSACTION (TRANS) CODES

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

TRANS CODE	USE
00	Is used to report an inventory gain.
02	Is used to report a change in the material condition reporting status of an equipment, for example, IN/OUT reporting.
03	Is used to report an equipment loss.
11	a. On-Equipment work not involving removal of defective or suspected defective components/items. b. On supporting engine documents not having a removal of a defective or suspected defective component/item when the engine is not specifically identified to a particular aircraft, for example, JRPX. c. This code is also used at the O-level or I-level when closing out a maintenance action. d. On supporting documents where corrosion treatment is performed at the IMA and this treatment is a separate and distinct action apart from the required repair.
12	a. On-Equipment work, including engines, involving nonrepairable components/items documented as failed parts. b. Engine identification documented in the Failed/Required Material blocks (H-Z) and indexed (Use Transaction Code 12).
14	Removal of a nondefective component/item (excluding cannibalization, see Transaction Code 19), from an engine, to be processed at the O-level. (TRANS Code 18 will be used for the removal and replacement of a complete nondefective engine. In the case of a nonserialized component/item, block E13 of the MAF must be a single zero (0) (see Note).
15	Installation of a nondefective component/item, excluding cannibalization (see TRANS Code 19) on an engine to be processed at an O-level activity. In the case of a nonserialized component/item, block G13 of the MAF must be a single zero (0) (see Note).
16	Removal of a nondefective component/item, excluding engine components/items and a cannibalization (see TRANS Code 18), to be processed at an O-level activity. In the case of a nonserialized component/item, block E13 of the MAF must be a single zero (0) (see Note).
17	Installation of a nondefective component/item (excluding engine components/items and cannibalization). In the case of a nonserialized component/item, block G13 of the MAF must be a single zero (0) (see Note).
18	Used to document the following for components/items at O-level and I-level activities (excluding engine components/items at the O-level): a. Removal and replacement of nondefective components and items to accomplish a cannibalization action (AT Code T). b. Removal and replacement of those consumable components and items subject to a scheduled removal interval or items of supply significance, for example, precious metal content (AT Code R). Document the removal component in blocks E08 through E52. Document the replacement component in blocks G08 through G48. Block 79 (index) will remain blank.
19	Used to document the following for engine components and items at the O-level: a. Removal and replacement of a nondefective component or item to accomplish a cannibalization action (AT Code T). b. Removal and replacement of those consumable components and items subject to a scheduled removal interval or items of supply significance, for example, precious metal content (AT Code R). Document the removal component in blocks E08 through E52. Document the replacement component in blocks G08 through G48. The engine from which the component was removed and replaced will be documented in the (H-Z) Failed/Required Material blocks 79, 10, 11, 14, 19, and 41.
20	Removal and replacement of nondefective consumable component for cannibalization (NTCSS Optimized OMA activities only).
21	Will be used when a repairable component is removed (excluding engines and engine components) for processing at an IMA or D-level maintenance activity. This code is used when only the removal must be documented and a replacement is not required (see Note).
23	Removal and replacement of a defective, suspected defective, or scheduled maintenance of a repairable component from an end item (excluding engine components at the O-level). Additionally, this TRANS Code will be used for the removal and replacement of a complete engine assembly for a defect, suspected defect, or scheduled maintenance requirement. The removal component is to be processed at an IMA or D-level maintenance activity. For IMA only - Use this TRANS Code for removal and replacement of engine modules and components when the engine is the end item (see Note).
24	Will be used when a repairable engine component is removed for processing at an IMA or D-level

TRANS CODE	USE
	activity. This code is used only when the removal must be documented and the replacement is not required (see Note).
25	Removal and replacement of a defective or suspected defective repairable component from an engine. The removed component to be processed at an IMA or D-level activity (see Note).
30	Is used to document components processed through the IMA for check, test, service, manufacture, and fabrication, as well as weapons assembly/disassembly and other weapons support functions.
31	Work performed on a removed repairable component with no failed parts or awaiting parts documented in the Failed/Required Material blocks. This action is normally performed at the IMA. (See TRANS Code 11 for supporting engine document.)
32	Work performed on a removed repairable component with failed parts, awaiting parts, or cannibalization actions documented in the Failed/Required Material blocks. This action is normally performed at the IMA.
39	Close out for man-hours or awaiting parts at an IMA.
41	a. TD compliance with no part number change or non-serialized components. b. O-level close out of SCIR impacted TD items (NALCOMIS Legacy).
47	Used to document TD compliance on all serialized components, regardless of whether there is a part number change.
72	Will be used to report subsystem capability and impact reporting data by the reporting custodian when transient maintenance is performed by other than the reporting custodian.

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

TYPE EQUIPMENT CODES (TEC)

This section describes the general format of Type Equipment Codes (TECs) and Optimized Organizational Maintenance Activity (OOMA) assembly codes used in the Maintenance Data System (MDS). Specific TEC management information can be found in NAVAIR Technical Manual 00-25-8, Business Rules for Assignment and Management of Work Unit Codes (WUC) and Type Equipment Codes (TEC). Activities requiring specific TEC/OOMA assembly code information should contact the NAVAIR TEC/OOMA Assembly Team at tecmgr@navy.mil.

TECs are four character codes which identify either the end item or category of equipment on which work is performed. Codes in each specific category are structured in the manner best suited to describe the equipment concerned. Detailed TEC assignments can be found in the TEC Translator section of the NAVAIR Logistic Web site (http://www.navair.navy.mil/logistics/deckplate/). To maintain the stability of historical data, a TEC is considered unique to an end item over its life cycle and for a designated time period after it has been retired. Post-retirement time periods are as follows:

Aircraft and UAS Control Systems – 20 years

All other TECs – 7 years

ASSEMBLY CODE (ASSEMBLY CD)

An Assembly Code is an alternative means of identifying an end item used exclusively within the OOMA NALCOMIS application when a TEC assignment is not practical. Assembly Codes are structured as a four character alpha-numeric code ending in two numeric characters. Each assembly code will have a direct relationship to a NAVAIR approved TEC. In instances where an assembly is associated to multiple TECs, the NAVAIR TEC/Assembly code Manager will determine and assign a primary TEC for data warehouse purposes. OOMA assembly codes can be found in the Assembly Catalog section of the OOMA application.

TYPE MAINTENANCE (TM) CODES

The following TM Codes are prescribed for use on the MAF:

B. Unscheduled Maintenance

Used for all maintenance actions except the following:

a. The look phase of any inspection.

b. The look phase and fix phase of all aircraft inspections, engine inspections, SE preventive maintenance (PM) inspections, and missile equipment rehabilitation inspections.

c. Calibration of TMDE.

d. Transient maintenance.

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

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

a. With respect to aircraft, this code is used for daily inspections and turnaround inspections, preservation or depreservation actions, airframe special inspections based on calendar days, and combined airframe and engine special inspections based on calendar days.

b. With respect to SE, this code is used for preservation or depreservation actions, airframe special inspections based on calendar days, and combined airframe and engine special inspections based on calendar days and documenting discrepancies discovered during daily inspections, preoperational inspections, and turnaround inspections.

c. Equipment with a prescribed standard inspection cycle, such as mini-regs, parachutes not covered by MRCs, and survival equipment.

E. Acceptance and Transfer Inspection

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

F. Transient Maintenance

Maintenance performed on equipment in a transient status.

G. Phase Inspection

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

J. Major Engine Inspection

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

K. Special Engine Inspection

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

L. Local Manufacture or Fabrication Actions for Nonaeronautical Material

M. Hourly Special Aircraft Inspections

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

N. Cycle or Event Special Aircraft Inspections

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

P. Periodic Maintenance, Postlaunch Rehabilitation Inspections, and Scheduled Calibration

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

a. Periodic Maintenance inspections on SE and expeditionary airfield equipment.

b. Scheduled calibration of TMDE.

c. Postlaunch rehabilitation of recoverable targets following each launch and recovery and major inspections on targets not normally rehabilitated, including non-recoverable types.

S. Conditional Inspection.

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

T. Supply Support

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

U. Reclamation and Salvage

All work performed in connection with reclamation and salvage actions.

The following TM Codes are prescribed for use by Power Plants Work Centers with specific engine repair capability:

1. First-Degree Repair

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

2. Second-Degree Repair

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

3. Third-Degree Repair

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

TYPE WORK ORDER (WO) CODES

Type WO Listing to Discrepancy

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

Discrepancy to Type WO

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

WHEN DISCOVERED (WD) CODES

WD Code Explanation for Aircraft and Engines

A. Before Flight - Abort - Aircrew

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

B. Before Flight - No Abort - Aircrew

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

C. In-Flight - Abort

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

D. In-Flight No Abort

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

E. After Flight/Between Flight - Aircrew

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

F. Pilot/NFO Inspection

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

G. Acceptance/Transfer Inspection

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

H. Between Flights - Ground Crew

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

J. Daily Inspection

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

K. Turnaround Inspection

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

L. Special Inspection, Preservation/Depreservation

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

M. Major or Phase Inspection

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

O. Administrative

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

P. Functional Checkflight

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

Q. Conditional Inspection

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

R. QA Inspection

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

S. Oil Analysis Recommendation

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

U. Modification/PDM/Overhaul/Airline Maintenance

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

V. Related Maintenance Action

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

W. In-Shop Repair/Disassembly for Maintenance

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

X. Test Bench/Engine Test Stand Operation

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

Y. Upon Receipt or Withdrawal from Supply

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

NOTE: For future NALCOMIS capability, the following RCA Codes shall be used when When Discovered Code Y is used:

AB Accept Y Code, Bench/Equipment. Used when Y Code is valid due to a problem with the test bench/SE or test equipment used to RFI Y coded item.
AC Accept Y Code, Component. Used when Y Code is valid due to a component from Supply (PQDR or EI RCN entry required in field).
AN Accept Y Code, NAMPSOP. Used when Y Code is valid due to a NAMPSOP compliance failure.
AP Accept Y Code, Publications/Tech Data. Used when Y Code is valid due to an error found in a maintenance publication (TPDR RCN required).
AQ Accept Y Code, Qualification/Training. Used when Y Code is valid due to the lack of qualification or training.
AR Accept Y Code, Repeat. Used when Y Code is valid, and was also a repeat discrepancy for serial number of item. When any Y Code is accepted, NALCOMIS prompts the user on whether the Y Code is a repeat, and once a repeat is established, the accept code would be used for component, bench, or other.
AT Accept Y Code, Tooling. Used when Y Code is valid due to improper use of tools or equipment.
A2 Accept Y Code, Technician Maintenance. Used when Y Code is valid due to a lack of adherence to proper maintenance procedures by Technician (I-Level).
A3 Accept Y Code, Technician Maintenance. Used when Y Code is valid due to a lack of adherence to proper maintenance procedures by Technician (D-Level).
RJ Reject. Used when Y Code is not valid or verified (A 799).

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

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

C. Equipment Operation - Caused Equipment Downtime

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

D. Equipment Operation - Did Not Cause Equipment Downtime

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

F. Unscheduled Maintenance, Preservation, or Depreservation

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

G. Acceptance and Transfer Inspection

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

J. Local Inspection/Shift Verification

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

M. Scheduled Inspection

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

O. Administrative

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

P. Operational System Check

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

Q. Conditional Inspection/AIMD Calibration

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

R. QA Inspection

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

S. Oil Analysis Recommendation

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

T. Scheduled Calibration at AIMD

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

U. D-Level Maintenance/Calibration

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

V. Related Maintenance Actions

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

W. In-Shop Repair or Disassembly for Maintenance

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

Y. Upon Receipt or Withdrawal from Supply

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

NOTE: For future NALCOMIS capability, the following root cause analysis (RCA) Codes shall be used when the When Discovered Code Y is used:

AB Accept Y Code, Bench/Equipment. Used when Y Code is valid due to a problem with the test bench/SE or test equipment used to RFI Y coded item.

AC Accept Y Code, Component. Used when Y Code is valid due to a component from Supply (PQDR or EI RCN entry required in field).

AN Accept Y Code, NAMPSOP. Used when Y Code is valid due to a NAMPSOP compliance failure.

AP Accept Y Code, Pubs/Tech Data. Used when Y Code is valid due to an error found in a maintenance publication (TPDR RCN required).

AQ Accept Y Code, Qual/Training. Used when Y Code is valid due to the lack of qualification or training.

AR Accept Y Code, Repeat. Used when Y Code is valid, and was also a repeat discrepancy for serial number of item. When any Y Code is accepted, NALCOMIS prompts the user on whether the Y Code is a repeat, and, once a repeat is established, the accept code would be used for component, bench, or other.

AT Accept Y Code, Tooling. Used when Y Code is valid due to improper use of tools or equipment.

A2 Accept Y Code, Technician Maintenance. Used when Y Code is valid due to a lack of adherence to proper maintenance procedures by Technician (I-Level).

A3 Accept Y Code, Technician Maintenance. Used when Y Code is valid due to a lack of adherence to proper maintenance procedures by Technician (D-Level).

RJ Reject. Used when Y Code is not valid or verified (A 799).

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

A. Before Flight - Abort - Launch Crew

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

B. Before Flight - No Abort - Launch Crew

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

C. In-Flight - Abort

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

D. In-Flight - No Abort

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

G. Acceptance and Transfer Inspection

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

H. Between Flights - Ground Crew

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

J. Daily Inspection

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

K. Prelaunch or Turnaround Inspection

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

L. Special Inspection, Preservation/Depreservation

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

M. Post Launch Rehabilitation Inspection

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

O. Administrative

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

P. Test and Evaluation Flight or Operational System Check

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

Q. Conditional Inspection

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

R. QA Inspection

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

S. Oil Analysis Recommendation

This code is used when a need for maintenance is discovered as a result of a recommendation from the Joint Oil Analysis Program (JOAP) or Navy Oil Analysis Program (NOAP).

V. Related Maintenance Action

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

W. In-Shop Repair/Disassembly for Maintenance

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

X. Upon Receipt or Withdrawal from Supply

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

WORK CENTER CODES

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

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

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

TABLE OF WORK CENTER CODES

Organizational and Intermediate Level Activities Only

Code	Function
010	Maintenance Officer
01A	Assistant Maintenance Officer
01B	Training/ASM
01C	Manpower
01D	SEAOPDET
01E	AIRSpeed Continuous Process Improvement
011	Maintenance/Material Control Officer
012	General Maintenance Officer Afloat (IM-2)
013	Avionics/Armament Officer Afloat (IM-3)
014	SE Officer Afloat (IM-4)
015	Support Services Officer Afloat(IM-5)/Ashore
020	Maintenance/Production Control
021-023	May be assigned only upon approval of ACC/TYCOM
024	Power Plants Production Control (IMA only)
025	Airframes Production Control (IMA only)
026	Avionics Production Control (IMA only)
027	Armament Production Control (IMA only)

Code	Function
028	Aviation Life Support Systems Production Control (IMA only)
029	Support Equipment Production Control (IMA only)
02M	AMCM Maintenance Control
02N	NALCOMIS MDBA/A, SA/A
030	Maintenance Administration
040	Quality Assurance/Analysis
04A	Technical Library
04B	Ground Safety
04C	Analysis (non-NALCOMIS site)
04D	Quality Management/Verification
050	Material Control
05A	Material Screening (AMSU)
05B	Material Procurement/Accounting
05C	Accountable Material/IMRL Manager
05D	Aviation Tool Issue/Tool Control Center
05H	Hazardous Material Control
05M	AMCM Material Control
05X	MRM Material Control
055	MRM/Surface Support
060	Not assigned
070	Contractor/NAESU/Technical Services Representatives
080	Not assigned
08A	Not assigned
08B	Not assigned
08C	Not assigned
08D	Not assigned
08E	Not assigned
08F	Not assigned
08G	Not assigned
08H	Not assigned
08L	Not assigned
08M	Not assigned
08N	Not assigned

Organizational Level Activities Only (Notes1to12, 4, and 12)

Code	Function
100	Aircraft Division
110	Power Plants Branch
11A	Jet Engine Shop
11B	Reciprocating Engine Shop
11C	Auxiliary Fuel Stores/Tanker Shop
11P	Propeller Shop
118	Not assigned
120	Airframes Branch
12A	Structures Shop
12B	Hydraulic Shop
12C	Corrosion Control Shop
12L	Low Observable Shop
128	Not assigned
130	Aviation Life Support Systems Branch
13A	Aircrew Personal/Protective/Survival Equipment Shop
13B	Egress/Environmental Systems Shop
138	Not assigned
140	Periodic Maintenance Branch
150	Targets Branch

15A	Missile Targets Shop
15B	Miscellaneous Targets Shop
160	AMCM Department
16A	Device Division
16B	AV/WEPS Division
16C	Tactical Support Division (Note 2)
170-180	Not assigned
190	Aviation Training Equipment Division
200	Avionics/Armament Division
210	Electronics Branch
213	Electronic Countermeasures (Marine Corps only)
215	Special Projects
218	Not assigned
220	Electrical/Instrument Branch
228	Not assigned
230	Armament Branch
238	Not assigned
240	Reconnaissance/Photo Branch
24A	Aerial Camera Shop
24B	Sensor Systems Shop
250	ASCAC/TSC Branch (Note 3)
260	RADAR/Fire Control Branch
268	Not assigned
270	Anti-submarine Warfare Branch
280	Integrated Weapons Branch
288	Not assigned
290	UAS Control Station Support
300	Line Division
310	Plane Captain Branch
310	Power Line (Marine Corps only)
318	Not assigned
31P	Propeller Repair Shop (Marine Corps only)
320	Troubleshooter Branch
330	Support Equipment Branch
340	Transient Maintenance Branch
350	Flight Crew Branch
360	Configuration Branch
361-390	Not assigned

Intermediate Level Activities Only (Note 4 and 12)

Code	Function
400	Power Plants Division
410	Jet Engine Branch
411	Jet Engine Component Repair Shop
412	Auxiliary Power Units/Support Equipment Gas Turbine Engines
413	Afterburner Shop
414	Power Plants Module Repair Shop
415	Power Plants Can-UnCan Shop
41A	J52 Engine Repair Shop
41F	J85 Engine Shop
41H	TF34 Engine Repair Shop
41L	T56 Engine Repair Shop
41M	T58 Engine Repair Shop
41N	T64 Engine Repair Shop
41Q	T400 Engine Repair Shop
41R	T700 Engine Repair Shop

41T	F402 Engine Repair Shop
41U	F404 Engine Repair Shop
41V	F414 Engine Repair Shop
430	Propeller Branch
431	Propeller Component Repair Shop
440	Rotor Dynamics Branch
450	Test Cell for Engine Model #1
451	Test Cell for Engine Model #2
460	Auxiliary Fuel Stores Branch
470	JOAP/NOAP Analysis Lab
480	Power Plants Welding Shop
500	Airframes Division
510	Structures Branch
51A	Structures Shop
51B	Paint Shop
51C	Welding Shop
51D	Machine Shop
51E	Tire/Wheel Shop
51F	Composites Repair Shop
51G	Engraving Shop
520	Hydraulics/Pneumatics Branch
52A	Hydraulics Shop
52B	Brake Shop
52C	Strut Shop
530	IMA NDI Branch
53A	Radiography Shop
53B	Electrical/Chemical Shop
540	Electro-Plating/Anodizing Branch (Note 5)
550-590	Not assigned
600	Avionics Division
60A	Avionics Corrosion Control Branch
60C	Mobile Maintenance Facility Support Branch (USMC)
610	Comm/Nav Branch
61A	Communication Shop
61B	Navigation Shop
61C	Mission Computer Shop
61D	COMSEC/CRYPTO Repair Shop
620	Electrical/Instrument Branch
62A	Electric Shop
62B	Instrument Shop
62C	Battery Shop, Lead Acid
62D	Battery Shop, Nickel Cadmium
62E	CSD/Generator Shop
62F	Inertial Nav Shop
630	Fire Control RADAR Branch
63A	AWG-9 CTS
63B	AWG-9 C&D
63C	AWG-9 RFTS
63D	APG-65 RSTS Related TPS
63E	APG-65/73 CASS WRAs and Related TPS
63F	AWG-9 CASS WRAs and Related TPS
63G	AWG-9 LFTS
63H	AWG-9 MTS
640	Radar/ECM Branch
64A	Non-Fire Control Radar Shop
64B	ECM Shop
64C	DECM Shop

64D	FLIR/Optical Shop
64E	DECM Pod Shop
64F	EA6B ALQ-99 Shop
64G	ALQ-99 CASS WRAs and Related TPS
64H	S-3 CASS WRAs and Related TPS
64I	Misc ECM CASS WRAs and Related TPS
64J	Misc DECM CASS WRAs and Related TPS
650	Integrated Weapons System Branch
65A	RADCOM Station Maintenance
65B	Misc Avionics (CASS) WRAs
65C	CASS Bench Maintenance and Misc Avionics (CASS) TPS
65D	Misc Avionics WRAs (RADCOM) SACE Radar Shop
65E	Weapons System Missile Component Shop
65F	FTE/DTS (Factory Test Equipment/Digital Test Station) Shop
65G	ATS/IATS
65H	ATS/IATS Station Maintenance
660	ASW Branch
66A	Acoustic Equipment Shop
66B	Non-Acoustic Equipment Shop
670	Field Calibration Activity (FCA) Branch
67A	FCA Receipt and Issue
67B	FCA Electrical/Electronic Calibration Shop
67C	FCA Physical/Mechanical Calibration Shop
67D	TMDE Repair Shop
67E	Computer Repair Shop
680	Reconnaissance/FLIR Branch
68A	Unassigned for future use
68B	TFLIR/ATFLIR Pod Maintenance Shop
68C	Unassigned for future use
690	Module/Microminiature Repair Branch
69A	HTS Module Test/Trouble Shooting Shop
69B	Micro/Miniature Repair Shop
69C	Cable/Connector Repair Shop
69D	CAT IIID Module Test/Trouble Shooting Shop
69E	Module Analysis Shop
69F	EMTC Module Test/Trouble Shooting Shop
69G	HATS Module Test/Trouble Shooting Shop
69H	Point to Point Testing/Circuit Card Test and Repair Systems
700	Armament Division
710	Ordnance Branch
71A	Armament Systems Pool
71B	Gun Shop
71C	Armament Equipment Repair Shop
71D	Racks/Launcher Shop
71E	Tow Reel Repair Shop
720	Special Weapons Branch
72A	Special Weapons Test/Repair Shop
730	Weapons Department
731	Armament Weapons Support Equipment
732	Not Assigned
733	Navy Weapons Department G-1 Issue and Receipts, Ordnance Control/MALS Ammunition Stock Recording Section
734	Armory/MALS Armory G-2
735	Assembly/MALS Munitions G-3
736	Aircraft Gun Loading Shop
737-739	Not assigned
740	Airborne Mine Countermeasures (AMCM) Branch

74A	AMCM Sled Shop
74B	AMCM Structural Component Repair Shop
74C	AMCM Avionic/Electric Component Repair Shop
74D	AMCM Hydraulic Component Repair Shop
750-790	Not Assigned
800	Aviation Life Support Systems Division
810	Aviators Safety and Survival Equipment Branch
81A	Parachute Shop
81B	Aviators Safety Equipment Shop
81C	Oxygen Regulator and Equipment Shop
81D	Ejection Seat Shop
820	Oxygen/Nitrogen Generating Facility
830-890	Not assigned
900	Support Equipment Division
901	SE Training/License
902	SE IMRL Management
903	SE Material Control
904	SE Rework Facility
90A	SE Pool
910	SE Gas Engine Repair Branch
91A	SE Gas Turbine Repair Shop
91B	Aircraft Handling/Servicing Equipment Engine Repair Shop
920	SE Structural/Hydraulic Branch
92A	SE Structural Repair Shop
92B	SE Hydraulic Repair Shop
92C	Lox/Oxygen/Nitrogen Servicing Equipment Repair Shop
92D	SE Corrosion Control Branch
930	SE Electrical Repair Branch
940	SE Component Repair Branch
950	SE Periodic Maintenance Branch
960	Installed/Combat Air Start Branch
970	Air Conditioning Repair Branch
980	Flight Deck Troubleshooter Branch
990	Mobile Maintenance Facility Support Branch (USN)

Activities with Artisans Assigned Only (Notes 6, 7, and 12)

Code	Function
420	Jet Engine Branch (Artisan)
421	Jet Engine Component Repair Shop (Artisan)
422	APU/SE Gas Turbine Repair Shop (Artisan)
423	Afterburner Repair Shop (Artisan)
424	Power Plants Module Repair Shop (Artisan)
42A	J52 Engine Repair Shop (Artisan)
42H	TF34 Engine Repair Shop (Artisan)
42L	T56 Engine Repair Shop (Artisan)
42M	T58 Engine Repair Shop (Artisan)
42N	T64 Engine Repair Shop (Artisan)
42Q	T400 Engine Repair Shop (Artisan)
42R	T700 Engine Repair Shop (Artisan)
42T	F402 Engine Repair Shop (Artisan)
42U	F404 Engine Repair Shop (Artisan)
42V	F414 Engine Repair Shop (Artisan)
432	Propellers and Propeller Component Repair Shop (Artisan)
452	Test Cell (Artisan)
462	Auxiliary Fuels Stores Branch (Artisan)
51H	Structures Shop (Artisan)
51L	Paint Shop (Artisan)
51M	Welding Shop (Artisan)
51N	Machine Shop (Artisan)
51P	Tire/Wheel Shop (Artisan)
51Q	Composite Repair Shop (Artisan)
51X	Structures Branch (Artisan)
52D	Hydraulic Shop (Artisan)
52E	Brake Shop (Artisan)
52F	Strut Shop (Artisan)
52X	Hydraulic/Pneumatic Branch (Artisan)
531	NDI Branch (Artisan)
53C	Radiography Shop (Artisan)
53D	Electrical/Chemical Shop (Artisan)
54A	Electro-Plating/Anodizing Branch (Artisan)
60B	Avionics Corrosion Control (Artisan)
61F	Communications Shop (Artisan)
61G	Navigation Shop (Artisan)
61L	Mission Computer Shop (Artisan)
61M	COMSEC/Crypto Repair Shop (Artisan)
61X	COMM/NAV Branch (Artisan)
62G	Electric Shop (Artisan)
62H	Instrument Shop (Artisan)
62J	Lead/Acid Battery Shop (Artisan)
62K	Nickel/Cadmium Battery Shop (Artisan)
62L	CSD/Generator Shop (Artisan)
62M	Inertial NAV Shop (Artisan)
62X	Electrical/Instrument Branch (Artisan)
63J	APG-65/73 CASS WRAs and Related TPSs (Artisan)
63X	Fire Control Radar Branch (Artisan)
64K	Non Fire Control Radar Shop (Artisan)
64L	ECM Shop (Artisan)
64M	DECM Shop (Artisan)
64N	FLIR/Optical Shop (Artisan)
64P	DECM POD Shop (Artisan)
64Q	EA-6B ALQ-99 Shop (Artisan)

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

Other

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

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

X50	Contractor Support
X55	Paint Shop
X59	Support Equipment Shop
X5A	ATE Lab
X5B	Battery Locker
X5C	Calibration Lab
X5D	Parachute Packing

X5E	Test Cell Maintenance
X5F	Flotation Shop
X5L	Prop Shop
X5P	Oxygen Shop
X5S	Weld Shop
X5T	Tire Shop

NOTES: 1. O-level Work Center Codes may be assigned or used by an IMA/FRC if the IMA/FRC is responsible for performing O-level maintenance functions.

2. This work center to be used for local organization purposes only. No documentation in the Aviation 3M Data System.

3. Work Center 250 will ordinarily be under the administrative control of the local operations department.

4. I-level Work Center Codes may be assigned or used by an O-level activity, if the O-level is designated as responsible for performing I-level maintenance function.

5. May be used only when the IMA/FRC has been specifically designated by COMNAVAIRSYSCOM to perform the function (formerly "SX").

6. (For FRC and MALS only) All work centers that include the terms division and branch, for example, 400, 500, 600, 51X, and 62X, are considered administrative work centers. Administrative functions may be combined at the branch or division level for work centers with minimal manning. However, a more specific Work Center Code shall be used for the documentation of maintenance and production efforts.

7. Artisan work centers are considered virtual work centers and were designed to capture maintenance and production data only. They are not intended to maintain administrative processes, such as required reading boards, maintenance technical manual libraries, or associated collateral duties. The majority of these work centers do not contain enough personnel to maintain those administrative functions. These functions shall be maintained in the corresponding branch or traditional I-level work center.

8. In-flight maintenance will include all maintenance man-hours expended by aircrew or maintenance personnel while in flight.

9. Away from home maintenance includes all maintenance man-hours expended on aircraft while aircraft is in a transient status, such as check flights and evacuation flights.

10. The occurrence of standard rework (on-site) will be documented by Maintenance Control. The control MAF/WO will be issued to X40.

11. To provide accurate man-hour accounting by rate, corrective maintenance actions shall be documented against the host work center whenever practical, for example, 110 and 120.

12. Third position of the work center code can be locally assigned where needed at the discretion of the MMCO. Division and Branch association are identified by the first and second position of the work center code and must be maintained.

ACTION AND STATUS CODES FOR AIRCRAFT INVENTORY READINESS AND REPORTING SYSTEM (DECKPLATE)

A. CHANGE IN REPORTING CUSTODY ACTION

CODES	ACTION	INSTRUCTIONS FOR USE
A	DON Acceptance	Used to report the acceptance of new aircraft into naval inventory. Acceptance actions are reported only by NASC FS reporting custodians. Use Action Code Y to report reinstatement of previously stricken aircraft, aircraft acquired from other services, or aircraft that have been pre-accepted using Action Code P.
R	Receipt	Used by reporting custodians of all ACCs.
Y	Reinstatement	Used only when reporting the reinstatement of a previously stricken aircraft, addition of a used (not new production) aircraft to the naval inventory, or aircraft that have been pre-accepted using Action Code P.

B. NO CHANGE IN REPORTING CUSTODY ACTION CODES

CODES	ACTION	INSTRUCTIONS FOR USE
L	Change of Location To	Used only for location change XRAYs.
M	Type Model Series Designation Change	Reports change in model designation when an aircraft is converted. Enter the new type model designation on the first and subsequent XRAYs reporting the aircraft entering the conversion process. If the model designation change is directed by administrative action (no depot rework involved), retain in the status code previously reported.
P	Pre-Accepted	NAVAIR ACC is the controlling custodian for pre-accepted. NAVAIR ACC will manage the pre-accepted aircraft inventory and be the point of entry for all pre-accepted XRAYS. Only Status Code U70 is allowed. The only authorized Action Codes following Action Code P are Action Codes Y or S.
S	Strike	Used only when reporting the strike (Status Code 1SO, 2SO, 3SO or 4SO) of an aircraft. See paragraph 5.3.12, Retirement and Strike from inventory.
X	Other	Used when no other action code applies.

C. OPERATING AIRCRAFT STATUS CODES

ASSIGNED PRIMARY USE

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

NOTES: 1. Naval Air Systems Command (NASC) Fleet Support (FS) reporting custodians are not authorized to use "A" status codes.

2. "A" status codes are in reporting (IN-MCRS). All others are out of reporting (OUT-MCRS).

3. For operational inventory aircraft in-transit via surface (ship, truck, train) or air lift, use status codes KGK and KLK accordingly. Following XRAY sequence applies:

a. KGK - Waiting transport, undamaged, or non-flyable, ninety-six hours prior to scheduled lift, aircraft are permitted to be placed in KGK awaiting transport.

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

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

4. If undergoing depot in service repair (ISR) or depot modernization or modification at the reporting custodian's site, the third position of status code "A" will be changed from "0" to "1" for ISR or "2" for modernization or modification. Examples:

A11 - Combat category aircraft undergoing depot in-service repair (ISR) at the reporting custodian's site.

A21 - Combat Support aircraft undergoing depot ISR at the reporting custodian's site.

A12 - Combat category aircraft undergoing depot modernization or modification at the reporting custodian's site.

A22 - Combat Support category aircraft undergoing depot modernization or modification at the reporting custodian's site.

5. Refer to paragraph 5.3.5.2 for procedures to request to place aircraft undergoing on-site ISR or modernization/modification in OOR MCRS.

D. DEPOT REWORK STATUS CODES

(1) STANDARD REWORK

Types of Rework	In Transit		Awaiting Rework	In Rework
	By Airlift	By Surface Ship or Truck		
PDM	F41	FD1	E4_	D4_ (NOTE)
ACI/AWI	F51	FE1	E50	D50

NOTE: The third position of status code D4 will be "0" if the aircraft is located at the D-level activity. The third position will be "1" if the aircraft is located at the reporting custodian's operating site.

(2) SPECIAL REWORK

Types of Rework	In Transit		Awaiting Rework		In Rework
	By Airlift	By Ship or Truck	Flyable	Not Flyable	
Conversion	I11	IA1	H10	HA0	G10
Repair	I31	IC1	H3_	HC_	G3_ (NOTE)
Modernization/ Modification	I41	ID1	H4_	HD_	G4_ (NOTE)
NAVAIR Test and Evaluation (TE) Project Install/Removal					G6

NOTES: 1. Status codes with "_" in the third position will be reported as "0" if the aircraft is located at the D-level activity, or "1" if the aircraft is located at the reporting custodian's operating site. G31 and G41 may be used only if authorized by the ACC per paragraph 5.3.5.2.

2. H31, HC1, H41, HD1, G31 and G41 may be used only if authorized by the ACC per the procedures of paragraph 5.3.5.2.

(3) REWORK PROCESS COMPLETE, AIRCRAFT LOCATED AT DEPOT

Awaiting Movement by Reporting Custodian (RFI)	BY1
Awaiting Movement by Reporting Custodian (NRFI)	BY3
In Transit to Reporting Custodian by Flight/Airlift	C10
In Transit to Reporting Custodian by Ship or Truck	CA0

NOTE: 1. The third position of the status codes D__, E__, G__, or H__ will be reported as "0" if the aircraft is located at the D-level activity. The third position will be "1" if the aircraft is located at the custodian's operating site.

2. Aircraft undergoing ISR or Mod at the Reporting Custodian's operating site will remain in A- status uncles directed by ACC.

2. 0 - Aircraft is located at D-Level or commercial Rework Activity site for rework.

3. 1 - Aircraft is located at other than D-Level or Commercial Rework Activity site for rework to be performed by depot field team or awaiting transit to PDM after ASPA non-deferral.

E. STATUS CODES FOR NEW AIRCRAFT IN PROCESS OF FIRST DELIVERY

(NAVAIR ACC USE ONLY)

Regular Acceptance: BX0 Provisional Acceptance: VF0

F. STATUS CODES FOR BAILED, LOANED AND DRONE AIRCRAFT

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

G. STATUS CODE FOR CERTAIN PRE-ACCEPTED AIRCRAFT

(FOR NAVAIR ACC USE ONLY)

STATUS	CODE
Pre-Accepted Aircraft Requiring Accountability	U70

NOTE: Used to account for certain aircraft involved in combined contractor and developmental flight testing prior to final DD-250 and Navy acceptance.

H. STATUS CODES FOR AIRCRAFT STORED IN RESERVE/RETENTION

Aircraft Service Life Not Complete
In Storage

Condition of Aircraft	In Transport By Airlift or Surface	Inactive Reserve		Mobilization Reserve
Undamaged Aircraft	J10	M10	M50	N10
Damaged Aircraft	J10	M20	M60	N20
Foreign Military Sales	J11	M12	M51	N11
Reconstitution Reserve		RR0 (**NOTE**)		

Service Life Complete
In Storage

Condition of Aircraft	In Transport By Airlift or Surface	Inactive Reserve	Mobilization Reserve
Navy Use	J20	WA0	WE0
Foreign Military Sales	J21	WA1	WE1

NOTE: All stored aircraft must be placed in NASC FS custody, except those authorized to be placed in RR0 status (Reconstitution Reserve) by CNO (N98). RR0 status authorizes the ACC to store an aircraft as a reconstitution reserve asset without transferring the aircraft to NASC FS custody.

Reconstitution Reserve is short term storage (1 year or less) when long term storage is impractical. Aircraft places in RR0 status must be in flyable condition. Cannibalization is not authorized while aircraft is in RR0 status. ACC aircraft in dehumidification preservation will be placed in RR0 status.

I. STATUS CODES FOR RETIREMENT AND STRIKE

Category	Awaiting Decision To Strike	Awaiting Strike Not MAP/FMS	Awaiting Strike For MAP/FMS	Stricken
1 Damage	Y00	_	_	1S0
2 Depreciation	PB0	S20	R00	3S0
4 Service Life Complete	PD0	S40	R00	4S0

J. OPERATIONAL STATUS CATEGORY CODES

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

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

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

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

(5) Operational Status Category E, Used to identify Non-deployable units.

NOTE: Reporting custodians anticipating changes of operational status category or fleet assigned code will get concurrence from their TYPEWING or MAW (non-deployed), or from their CVW or MAG, (while deployed) prior to submitting changes to Operational Status Category.

K. FLEET ASSIGNED CODES

Fleet Assigned Code changes are reported when reporting custodians are operationally reassigned between fleets. Change of Fleet Assigned Codes normally occurs in conjunction with a change to unit location or operational status category code, for example, reporting custodians assigned to Sixth or Seventh Fleet (code 6 or 7) for deployment will not report transits through U.S. Fleet Forces (USFF) or CTF 80 or Third Fleet OPCON (codes 2 or 3). Reporting custodians assigned to U.S. Fleet Forces (USFF)/CTF 80Second or Third Fleet OPCON for extended operations or major exercises (greater than 30 days) will report Fleet Assigned Codes as appropriate. CNAFR reporting custodians will report Fleet Assigned Code changes only on assignment under Fleet Assigned codes 2, 3, 6 or 7.

Fleet Assigned Codes fall within the following categories:

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

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

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

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

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

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

Fleet Assigned Code A. Reporting custodians under USFF OPCON to include units not deployed and forward deployed (homeported) in the Atlantic area, excludes reporting custodians under Fleet Assigned Codes 2, 3, 4, 5, 6, or 7.

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

L. AV-3M CODES

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

NOTES: 1. Action codes not listed do not require a WO.

2. Conversion not applicable to activities operating OOMA.

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

NOTES: Second Character indicates physical location "1" for Unit site or "0" for D-level activity.

M. STRIKE/DAMAGE CODE TABLE

CATEGORY	**1**	**2**	**3**	**4**	**5**
(FIRST POSITION)	**CATEGORY 1 STRIKE DUE DAMAGE**	**CATEGORY 2 STRIKE DUE DEPRECIATION**	**CATEGORY 3 STRIKE FOR ADMIN REASONS**	**CATEGORY 4 STRIKE DUE COMPLETION OF SERVICE LIFE**	**CATEGORY 5 DAMAGE (A/C REPAIRABLE)**

EMPLOYMENT (SECOND POSITION)	FLIGHT:	NOT IN FLIGHT:
	A - UNIT TRAINING J - FERRY K - EXPERIMENT DEVELOPMENT, EVALUATION L - FLIGHT TEST M - UTILITY P - SEARCH AND RESCUE R - TRANSPORT S - ATTACK U - ANTI-AIR WARFARE V - RECONNAISSANCE W - AIR DEFENSE	1 - PARKED ASHORE 4 - IN TOW OR NON-FLIGHT TAXI 5 - ABOARD SHIP 7 - LOADING OR UNLOADING 8 - UNDERGOING REWORK 9 - IN STORAGE

CAUSE (THIRD POSITION)	**NOT ENEMY ACTION**	**ENEMY ACTION**
	INCIDENT TO FLIGHT: A - AIRCRAFT ACCIDENT OR INCIDENT EXCEPT WHEREVER D,E,F, BELOW ARE APPLICABLE D - GUN, ROCKET, OR MISSILE FIRE FROM DRONE EXPENDITURE (SEE F BELOW) E - MISSING; CAUSE UNKNOWN F - TARGET DRONE EXPENDITURE NOT INCIDENT TO FLIGHT: H - STORM (INCLUDING RESULTANT FIRES, COLLAPSE OR DAMAGE OF FACILITIES, ETC.) I - ACCIDENTAL DAMAGE BY OWN FORCES ORDNANCE (INCLUDING RESULTANT ETC.) J - FIRE OR EXPLOSION (OTHER THAN H OR I ABOVE) K - DAMAGE FROM OTHER SURFACE INCIDENT (E.G., TOWING OR NON-FLIGHT TAXI ACCIDENT) L - AIRCRAFT ON LOAN TO NAVY RETURNED O - STANDARD SERVICE LIFE COMPLETE P - EXCESS TO INVENTORY REQUIREMENTS Q - OBSOLETE R - ADMINISTRATIVE ACTION, NOT ELSEWHERE CLASSIFIED	INCIDENT TO FLIGHT: S - ENEMY ORDNANCE V - MISSING; CAUSE UNKNOWN Y - LANDING OR TAKE OFF MISHAP DUE TO ENEMY INFLICTED DAMAGE TO BASE FACILITY Z - SABOTAGE, CAUSING LOSS NOT INCIDENT TO FLIGHT: 1 - ATTACK BY ENEMY AIRCRAFT 2 - ORDNANCE FROM ENEMY SURFACE WEAPONS 5 - SABOTAGE, CAUSING LOSS 6 - SEIZURE OF BASE BY ENEMY 7 - IMMINENT OR PROBABLE CAPTURE BY ENEMY

APPLICABLE TO STRICKEN AIRCRAFT

DISPOSITION (FOURTH POSITION)	
1 - ROUTINE SALVAGE OR SARDIP FOR PARTS AND SCRAP 2 - MISSING, OR COMPLETELY DESTROYED, OR ECONOMICALLY INACCESSIBLE 3 - JETTISONED OR ABANDONED IN OPERATIONAL OR REPAIRABLE CONDITION, AS MILITARILY ADVANTAGEOUS TO DO SO 4 - INTENTIONALLY DESTROYED TO NULLIFY ITS CAPTURE OR INTERNMENT	5 - CANNIBALIZED, WHILE OTHERWISE IN OPERATIONAL OR REPAIRABLE CONDITION, AS AN OPERATIONAL REQUIREMENT TO OBTAIN PARTS FOR OTHER AIRCRAFT 6 - INTERNED BY FOREIGN POWER 7 - CAPTURED BY ENEMY 8 - TRANSFERRED TO NON-NAVY RECIPIENT 9 - DIVERTED TO GROUND TRAINING OR TECHNICAL USES WITHIN THE NAVY 0 - DISPOSITION INSTRUCTIONS UNKNOWN

APPLICABLE TO DAMAGED AIRCRAFT

A - TO BE RESTORED BY ORGANIZATIONAL MAINTENANCE ACTIVITY B - TO BE RESTORED BY INTERMEDIATE MAINTENANCE ACTIVITY C - TO BE RESTORED BY DEPOT LEVEL MAINTENANCE FACILITY