

CHAPTER 2
Aircraft Controlling Custodians (ACCs) and
Type Wing and Carrier Air Wing (CVW)

Table of Contents

2.1 Aircraft Controlling Custodians (ACCs)	1
2.1.1 Policy	1
2.1.2 Responsibilities	1
2.1.3 Aviation Maintenance Management Teams (AMMTs)	3
2.2 Type Wing and Carrier Air Wing (CVW)	8
2.2.1 Policy	8
2.2.2 Responsibilities	8
Figure 2-1: Material Condition Inspection Results Letter (Sample)	12
Figure 2-2: Material Condition Inspection Corrective Action Letter (Sample)	13

CHAPTER 2
Aircraft Controlling Custodians (ACCs) and
Type Wing and Carrier Air Wing (CVW)

2.1 Aircraft Controlling Custodians (ACCs)

2.1.1 Policy

Each ACC/TYCOM (COMNAVRESFOR, COMNAVAIRSYSCOM, COMNAVAIRFOR, and CNATRA) shall support the objectives of the NAMP by achieving CNO directed readiness and safety standards while optimizing total resource requirements. This responsibility includes repair of aeronautical equipment at the most economic level of maintenance and protection of weapon systems through an effective Corrosion Prevention and Control Program. It also includes the efficient use of data as a management tool to improve material condition and safety.

2.1.2 Responsibilities

2.1.2.1 Funding. Each ACC/TYCOM shall:

- a. Direct formulation and administration of fiscal and budgetary policies.
- b. Serve as the focal point for force financial matters.
- c. Manage resources and related resource management systems and procedures.
- d. Assure procedures are developed and used which will justify obtaining adequate resources for support of the force.
- e. Assure optimum use of the resources obtained.
- f. Assist in the justification and defense of assigned programs during budget reviews.
- g. Process requests for reprogramming operating funds.
- h. Ensure budget and apportionment submissions and distribution of fiscal year funds are balanced in support of approved financial programs.
- i. Monitor, review, and analyze financial costs and performance reports of O&MN appropriation expense limitations, OPTARs, other procurement, and Navy appropriation allocations received and issued by them.
- j. Coordinate the financial aspect of the Flight Hour Program.
- k. Prepare authorization and funding documents, granting budget OPTAR suballotments to subordinate commands.

2.1.2.2 Manpower Management. Each ACC/TYCOM shall:

- a. Exercise overall management of assigned military manpower and maintain liaison with the DCNO (M&P), Commanders in Chief, and the Enlisted Personnel Management Center on matters affecting manning. On FMF manning issues, coordinate with the appropriate FMF commander.
- b. Evaluate requests submitted for changes to officer and enlisted allowances.

c. Review authorized billets, at least annually, to ensure manpower requirements, within CNO policy constraints, are correctly stated; recommend changes to the manpower claimant.

d. Analyze manpower requirements and authorized billets and provide for increased requirements by reassigning existing resources, to the extent feasible, prior to requesting an increase in manpower resources due to changes in tasks or workload.

2.1.2.3 Training. Each ACC/TYCOM shall:

- a. Supervise, coordinate, and direct internal aviation technical training programs for all commands.
- b. Coordinate aviation maintenance training conducted by CENNAVAVNTECHTRAUs and factory training under the sponsorship of COMNAVAIRSYSCOM.
- c. Review new and revised training curriculum.
- d. Coordinate the formal training of enlisted maintenance personnel conducted by FRC sites.
- e. Monitor and coordinate, in conjunction with Wings and squadrons, the readiness training of all type squadrons, including squadron replacement training weapons qualification.
- f. Advise and coordinate aviation training for the Marine Corps.

2.1.2.4 Material Management. The policies and procedures in this instruction represent material management policies of CNO for implementation by both maintenance and supply personnel at echelons engaged in supporting the NAMP. ACCs/TYCOMs adhere to the basic policies and procedures established for regulating O-level, I-level, and D-level maintenance activities and the local supply support activity to ensure:

- a. Proper requisitioning procedures are used by maintenance activities.
- b. Positive control of all accountable material.
- c. Optimum supply response to material demands.
- d. Proper use of Material resources.
- e. Effective liaison between supply and maintenance activities.
- f. SE requirements are identified in IMRLs. Aircraft and equipment configuration changes, and changes to initial concepts and practices, all generate the need for active liaison between maintenance and supply activities. Action will be taken to ensure effective liaison between supply and maintenance personnel.

2.1.2.5 Aircraft Assignment. Each ACC/TYCOM shall:

- a. Exercise administrative control, assignment, and logistic support of reporting custodian aircraft.
- b. Supervise scheduling of aircraft into standard rework, publish aircraft movement instructions to meet rework schedules, and coordinate maintenance efforts.
- c. Supervise and direct the compilation, preparation, and submission of aircraft records and reports required by CNO, COMNAVAIRSYSCOM, and COMNAVAIRFOR.

NOTES: 1. Newly established squadrons and squadrons transitioning from one T/M/S aircraft to another assigned to COMNAVAIRSYSCOM Aircraft Reporting Custodian/ACC (RTD&E) shall comply with Safe for Flight Operations Certification per NAVAIRINST 3700.4.

2. Newly established squadrons and squadrons transitioning from one T/M/S aircraft to another within COMNAVAIRFOR shall comply with Safe for Flight Operations Certification per COMNAVAIRFORINST 5400.1.

2.1.2.6 NALCOMIS baseline data management. Each ACC/TYCOM shall:

- a. Provide baseline management support to Type Wings/MALSs/CVWs.
- b. Ensure effective liaison between baseline managers, Type Wings/MALSs/CVWs and squadron personnel.

2.1.3 Aviation Maintenance Management Teams (AMMTs)

2.1.3.1 Mission. Overall readiness and safety of the Naval Air Forces are directly related to and dependent upon efficient, effective, and sustained maintenance practices, program management, and material condition of aircraft and SE.

2.1.3.2 To achieve objectives outlined herein, TYCOM, Type Wings, and MAW must share responsibility for periodic evaluations of fleet and nondeployable activities with the intent to:

- a. Evaluate an activity's ability to safely and efficiently perform its mission as defined by applicable directives.
- b. Evaluate an activity's ability to achieve desired levels of readiness, safety, and deployability.
- c. Identify performance improvement opportunities and assist in implementation of performance improvement actions.
- d. Provide standardization of maintenance management requirements, practices, and procedures as outlined in governing instructions and directives.
- e. Schedule the inspection process to align with the pre-deployment work-up process, operational priorities, and other inspection requirements.

2.1.3.2.1 The TYCOM shall organize AMMTs to conduct AMIs for all aviation maintenance activities. The primary focus of TYCOM AMMTs is to evaluate and assist activities in their ability to support operational requirements. Using statistical and practical methods, AMMTs shall evaluate performance and identify areas requiring improvement relating to operational efficiency and effectiveness, safety, and instructional compliance.

2.1.3.2.1.1 Teams will consist of Navy and Marine Corps aviation ground maintenance officers, senior enlisted personnel (E7-E9), and other evaluators as necessary.

2.1.3.2.1.2 Methodology used by AMMTs to assess an activity's performance shall contain three equally important elements:

- a. Analysis of the effectiveness and efficiency of the maintenance department in support of operational requirements and maintenance training in overall proficiency of assigned personnel. Special attention will be placed on identified metrics and trends that indicate non-optimal effectiveness and efficiency. This is accomplished by examination of available data and observation:

(1) For O-level and I-level activities, AMMT examines items, such as the self-assessment report, NAVRIIP/cockpit charts, AMRRs, ASM reports, MDRs, MMPs, and aviation 3M summaries.

(2) For D-level activities, AMMT examines items, such as the self-assessment report, training reports, production reports, instructions and local command procedures, and SOWs.

(3) For all activities, AMMT observes evolutions, such as maintenance/production control prioritization, communication quality, workload management, performance of contingency drills, and practical maintenance tasks.

b. Verification of safe operations. Drills and practical examinations will assist in the verification of sound maintenance practices, safety training effectiveness, availability and proper use of PPE, and the activity's ability to respond appropriately to emergent situations.

c. Compliance with governing instructions and directives. Compliance with all policies and procedures directed by higher authority remains critical to the overall success of the maintenance effort. Standard evaluations of NAMP, NAVAIR, TYCOM, Type Wing, NAVSUP, NAVOSH and other applicable directives will be performed to assess compliance and ensure completion of all required maintenance documentation and training.

2.1.3.2.1.3 Inspection frequency/periodicity will be scheduled, coordinated, and conducted by the TYCOM in a manner that considers operational schedules. AMIs shall be scheduled using the following criteria:

a. Marine Corps deployable squadrons, aviation units that deploy detachments, permanently forward deployed units, and MALS, shall receive an AMI at a 24-month interval not to exceed 30 months. An AMI should be conducted prior to deployment in the event the 30 month interval would be exceeded.

b. Navy deployable squadrons; aviation units that deploy detachments, for example, HSL, HSM, VR, and VRC; permanently forward deployed units; permanent forward detachment sites; and CVN/L-Class ships should receive an AMI at a 24-month interval not to exceed 30 months. An AMI should be conducted 3-6 months prior to major deployment.

c. Non-deploying squadrons/units, for example, TRAWING, FRS, HMX, NSAWC, VX, and VFC, and COMFRC activities shall receive an AMI at a 30-month interval not to exceed 36 months. The Type Wing/MAW will perform an MPA visit alternating from TYCOM AMI at 15-18 months.

d. To meet deployment schedules or operational commitments, the TYCOM may direct Type Wing/MAW to conduct an MPPE in lieu of an AMI. MPPE results will be forwarded to the appropriate TYCOM within 30 days to determine if the results may be used to extend an AMI due date up to 12 months.

NOTES: 1. Unit MPA visits shall be provided by Type Wing/MAW. MPA should be performed between 2 and 4 months prior to an AMI.

2. Low-density high-dwell units scheduled for repetitive deployments with short home cycle turnarounds may separate an MPA visit and an AMI so that inspections alternate around successive deployments.

3. CVN/L-Class ships and units without a Type Wing/MAW, may request TYCOM MPA visits. CVN/L-Class ship MPA will be conducted 2-4 months prior to the scheduled AMI.

4. Newly commissioned CVN/L-Class ships, post-refueling, and complex overhaul CVNs will be provided MPA visits.

5. Marine Corps squadrons deploying with Navy CVW will adhere to Navy deployable squadron guidelines.

2.1.3.2.1.4 Activities scheduled for a TYCOM AMI shall, within 2 weeks of in brief, submit to the AMMT a self-assessment report which identifies current program/process deficiencies and planned corrective actions, with timeline. A copy of this report , without enclosures, shall be provided to the Type Wing/MAW.

2.1.3.2.1.4.1 O-level and I-level activities shall include the following enclosures to the self-assessment report:

- (1) Current MMP.
- (2) Last published aviation 3M Summary.
- (3) Results of latest QA Program Audits/Monitors.
- (4) NAMPSOPs and maintenance-related Local Command Procedures.
- (5) NALCOMIS adhoc reports per AMMT request.
- (6) NALCOMIS Contingency Plan.
- (7) Current work shift list.
- (8) Additional items per AMMT request.

2.1.3.2.1.4.2 D-level activities shall include the following enclosures to the self-assessment report:

- (1) POC listing.
- (2) Training reports.
- (3) Production reports.
- (4) Results of latest QA Program Audits.
- (5) Instructions and Local Command Procedures.
- (6) Information technology contingency plans.
- (7) Current work shift list.
- (8) NAMP change proposals submitted since last AMI.
- (9) Current SOWs.
- (10) Additional items per AMMT request.

2.1.3.2.1.5 The AMMT will not assign an overall grade at the conclusion of the AMI. However, if an issue arises during the inspection that warrants immediate TYCOM notification and intervention, the activity being inspected will be provided immediate instructions on actions to be completed prior to resuming normal operation.

2.1.3.2.1.6 Contingency drills and practical examinations will be given a grade of satisfactory or unsatisfactory. Grades shall be based on the activity's ability to appropriately respond to emergent situations, availability and proper use of PPE, sound maintenance practices and procedures, effectiveness of safety training, and compliance with established procedures.

2.1.3.2.1.7 NAMP programs and processes will be given a grade of Off-Track, Needs More Attention, or On-Track.

NOTE: NAMP programs evaluated to be Off-Track or Needs More Attention will require a follow-up inspection by the cognizant Type Wing/MAW within 90 days. A copy of this follow-up inspection shall be provided to COMNAVAIRFOR N422C within 15 days of completion.

2.1.3.2.1.8 MCI is a detailed inspection of aircraft, ALSS, MMF, AAE, AWSE, and SE. The purpose is to determine equipment material condition and serviceability and to assess equipment condition between specified inspection intervals for O-level and I-level activities. The MCI is a measure of the effectiveness of proper execution of procedures outlined in applicable MIMS and MRCs, to include local MRCs and manufacturers' publications. Every effort shall be made to conduct the MCI on aircraft and equipment already undergoing a major scheduled inspection to minimize the impact on the unit operations. The inspection shall not include administrative and maintenance programs; however, if the material condition of inspected equipment is deemed unsatisfactory, the inspecting officer may expand the scope of the inspection to determine causal factors.

2.1.3.2.1.8.1 I-level MCIs will be conducted by TYCOM AMMT in conjunction with AMI and will focus on assigned SE, AAE, AWSE and MMF to verify operational readiness of safe, mission capable equipment.

2.1.3.2.1.8.1.1 MCIs will include asset management, maintenance reporting and processing, corrosion control, and availability of RFI equipment.

2.1.3.2.1.8.1.2 A grade of satisfactory or unsatisfactory will be assigned to each item of SE based on the overall material condition and availability for safe use.

2.1.3.2.1.8.2 O-level MCIs are the responsibility of, and shall be performed by, the cognizant Type Wing/MAW. Activities with multiple T/M/S aircraft, for example, VX-9/VX-1 and NSAWC, shall request an MCI for each T/M/S from the Type Wing/MAW that provides the corresponding material and logistical support for that activity.

2.1.3.2.1.8.2.1 FAL items with MRC correlation generated by T/M/S ISSC shall be used by the Type Wing/MAW Material Condition Inspectors during MCI inspections.

2.1.3.2.1.8.2.2 ISSC shall ensure FAL items with MRC correlation are RCM analyzed for inclusion into MRC decks and updated (as appropriate).

2.1.3.2.1.8.2.3 Deployed squadrons, detachments, and expeditionary units shall receive an MCI no earlier than 30 days prior to the aircraft returning from deployment but not later than 90 days post-deployment or every 24 months, whichever ever occurs first. Results should be forwarded to the appropriate ACC/TYCOM.

2.1.3.2.1.8.2.4 Non-Deploying squadrons, for example, FRS and Home Guard, shall receive an MCI every 24 months. Results should be forwarded to the appropriate ACC/TYCOM.

2.1.3.2.1.8.2.5 Permanently forward deployed activities, for example, CVW-5 units and HMM-262, shall receive an MCI every 24 months. Results should be forwarded to the appropriate ACC/TYCOM.

2.1.3.2.1.8.2.6 Marine Corps Unit Deployment Program units that assume custody of permanently sited aircraft shall receive an MCI 30 to 60 days prior to the end of their deployment. Results should be forwarded to the appropriate ACC/TYCOM.

2.1.3.2.1.8.2.7 All Type Wing/MAW shall use grading criteria for each assigned T/M/S and ALSS equipment. The criteria is assigned as a tool to bring attention to conditions that warrant management intervention. All inspection results shall be submitted to the appropriate TYCOM codes (N42/N421), within

10 working days, using the sample MCI results letter (Figure 2-1) and the sample MCI corrective action letter (Figure 2-2). The grading criteria follows:

a. Material Discrepancies

(1) Flight Critical (FC) (5 points). Any identified discrepancy that is directly related to safety of flight. Any hard FOD found will be recorded as FC if it is found in the vicinity of flight control components or engine control components. One flight critical discrepancy is sufficient to fail the MCI and the aircraft shall be restricted from further flight until the discrepancy has been corrected.

(2) Non-Flight Critical (NFC) (1 point). Any identified discrepancy that is not directly related to Safety of Flight and there is no visible signs of corrosion or corrosive attack, for example, working rivets, delamination, and loose hardware.

(3) FOD (2 points). FOD identified during the inspection that is not classified as hard FOD, for example, wire bundle straps, accumulated dirt, and liquids.

b. Corrosion Discrepancies

(1) Category 1: Light Corrosion (1 point). Protective coating is scarred or etched, and the condition of the metal is characterized by discoloration. White/red/black corrosion products are present on the surface of the component being evaluated, but no significant attack is present. This type of damage can normally be removed by light sanding.

(2) Category 2: Moderate Corrosion (2 points). Appearance is similar to light corrosion, with the addition of blistering or evidence of scaling and flaking of the coating or paint system. Mild white/red/black corrosion products are present on the component surface. This is the beginning of base metal loss; however, no significant loss has occurred. This type of damage is normally removed by extensive hand sanding or light mechanical sanding.

(3) Category 3: Severe Corrosion (3 points). The general appearance is similar to moderate corrosion, with the addition of severe intergranular corrosion, blistering, scaling, flaking, or exfoliation. Corrosion attack has resulted in significant base metal loss. Voluminous white/red/black corrosion products are present on the component surface. The structural integrity of the component may or may not be compromised. This damage must be removed by extensive mechanical sanding or grinding.

(4) Category 4: Flight Critical Corrosion (5 points). Perforation of the base metal has occurred. No metal remains at the point of severest corrosion attack. The component has lost structural integrity. One Category 4 discrepancy is sufficient to fail the MCI and the aircraft shall be restricted from further flight until the discrepancy has been corrected.

2.1.3.2.1.8.2.7 Each Type Wing/MAW Commander shall set a total number of accumulated points, including corrosion and material condition discrepancies, excluding flight critical discrepancies, that will warrant a failing grade for their T/M/S aircraft, for example, the F/A-18 model uses an 80 point system. If the inspection results in any flight critical discrepancies, the discrepant aircraft will receive a grade of fail.

2.1.3.2.1.8.2.8 The Type Wing/MAW Commander shall ensure collated MCI corrosion discrepancies and material condition data are forwarded to T/M/S ISSC on a quarterly basis.

2.1.3.2.2 COs and OINCs of evaluated activities are encouraged to submit feedback via letter within 10 days of the AMI or MCI. This will enable the TYCOM to improve service to fleet activities. Positive or negative comments should be sufficiently detailed to allow follow-up action.

2.2 Type Wing and Carrier Air Wing (CVW)

2.2.1 Policy

Administrative commanders, such as Type Wing commanders, are responsible for the aircraft material readiness, administration, training, and inspection of squadrons under their command. Operational commanders, such as CVW commanders, are responsible for the operational readiness, inspection, and overall performance of squadrons under their command.

2.2.2 Responsibilities

2.2.2.1 Training. The Type Wing exercises control of training over assigned squadrons and recommends training requirements and methods to ensure optimum material readiness of squadrons. Maintenance training requirements are as follows:

- a. Coordinate and monitor training in the wing.
- b. Monitor policies and procedures for the standardization of maintenance training units/ CNATTU/training reports.
- c. Monitor effectiveness of CNATTU by reviewing quotas, selectively interviewing CNATTU students, and surveying squadrons to evaluate the quality and quantity of CNATTU graduates.

2.2.2.2 Coordination

2.2.2.2.1 The Type Wing commanders are responsible for material readiness which includes aircraft CM and material condition, TDSA, OPTAR training, IMRL, and special programs for activities under their command. Type Wing MOs are responsible to the Type Wing Commander in all matters pertaining to aircraft maintenance. They shall:

- a. Manage maintenance processes and programs to ensure optimum aircraft material condition and compliance with NAMP procedures.
- b. Manage aircraft and weapon systems assets to ensure sufficient and properly configured aircraft, ancillary equipment, engines, and avionics are available to supported activities.
- c. Facilitate logistics support to optimize SE, repairables, consumables, and services availability.
- d. Facilitate technical support to provide information flow and assistance from COMFRCs, ISSCs, contractors, and COMNAVAIRSYSCOM activities.
- e. Manage aviation maintenance manpower and personnel assets and programs to ensure valid personnel requirements, optimized assignment of personnel to supported squadrons, both quality and quantity, and feedback to upline manpower or manning authorities.
- f. Manage and monitor aviation maintenance training programs so that all required training is accomplished, available training courses are routinely validated, and training assets and expertise are provided when necessary.
- g. Conduct both short and long range planning in support of all services provided to supported activities.
- h. Coordinate COMFRC requirements to optimize scheduled requirements, expedite unscheduled requirements, and improve quality of provided services.

i. Further community advocacy through representation at all ILS and maintenance related meetings. Ensure appropriate activities are aware of community successes and difficulties.

j. Coordinate IMRL requirements to ensure valid and accurate inventories and compliance with reporting requirements. Manage IMRL assets within the Wing to ensure optimum distribution of all assets.

k. Recruit, develop, and maintain subject matter experts and expertise on T/M/S systems and programs applicable to the Wing.

l. Ensure accurate management of all assets to meet aviation fleet maintenance spending targets and coordinate with the Comptroller/Fiscal Officer. Communicate with ACCs/TYCOMs concerning funding shortfalls or money saving ideas.

m. Ensure timely, accurate compliance with upline reporting requirements. Identify and report redundant requirements to the ACC/TYCOM.

n. Manage aviation maintenance related MIS. Ensure equitable distribution of general and maintenance related MISs and provide support and expertise for assigned systems.

o. Interact with other Type Wings on a regular basis to share information, ideas, and lessons learned.

p. Recognize good maintenance efforts through appropriate awards.

q. Manage and monitor technical data accuracy among supported units. Provide feedback to technical data systems on the quality and timeliness of provided technical data.

r. Ensure compliance with HAZMAT programs and environmental regulations by supported units. Assist in developing user friendly systems to support HAZMAT programs ([Chapter 10](#), paragraph 10.19).

s. Manage assigned facilities to ensure adequacy and to encourage facility improvements. Minimize impact of facility maintenance and improvements on aircraft maintenance effort.

t. Develop knowledge and maintain awareness of customer requirements, both up and down the chain of command. Maintain close personal liaison with all customers.

u. Facilitate the implementation of AIRSpeed CPI methods, concepts, and best practices to accomplish the mission of the organization more efficiently and effectively. Essential elements of a successful CPI deployment strategy include:

(1) A designated Wing AIRSpeed representative, familiar with AIRSpeed CPI methodologies, to coordinate and execute CPI initiatives.

(2) Baseline key performance indicators to identify tangible improvement opportunities.

(3) A strategic plan to identify, align, prioritize, and implement improvements in support of command goals.

(4) A CPI project portfolio aligned with the strategic plan.

(5) A team of trained and experienced personnel to execute CPI projects throughout the Wing.

(6) Regular assessments of progress made toward achieving goals.

v. Ensure CM baselines are validated and coordinated with subordinate activities. Report baseline discrepancies, using the BTR, to TYCOM and COMNAVAIRSYSCOM Baseline Managers/Program Managers.

w. Ensure effective liaison between the Baseline Manager and squadron personnel.

x. Manage and monitor qualifications/certifications and test question data banks in ASM.

2.2.2.2.2 Type Wing/CVW MOs are responsible to the Type Wing/CVW Commander in all matters pertaining to aircraft maintenance. They shall perform the following primary functions:

a. Coordinate the control of aircraft maintenance performed by, and in support of, squadrons and units.

b. Perform liaison between squadrons, ships, stations, and other activities in connection with maintenance/material matters.

c. Arrange transportation for SEAOPDET personnel moving from/to the deployment site/aircraft carrier and ensuring the parent NAS is fully informed of airlift information.

d. Coordinate predeployment planning for the provision of necessary maintenance personnel, facilities, SE, materials, and services for the squadron. The CVW MO shall:

(1) Ensure, whenever possible, squadron requirements are consolidated and facilities are not duplicated.

(2) Screen IMRLs and allowance lists to ensure they are tailored to support the aircraft systems and equipment being deployed.

(3) Determine all equipment, spare parts, and other maintenance material required in support of O-level maintenance is available.

(4) Manage and operate an air wing maintenance control center in the immediate vicinity of Flight Deck Control readily accessible to squadron pilots and maintenance personnel.

(5) Ensure communications exist between air wing maintenance control, squadron maintenance control, other major aircraft maintenance spaces, and supply.

(6) Ensure a current aircraft status board is maintained.

(7) Maintain liaison with squadron maintenance control centers and the Air Department.

e. Monitor wing squadrons and units to ensure:

(1) Active and effective QA programs exist.

(2) Maintenance Department administrative procedures are correct.

(3) Active corrosion prevention and control programs are established and maintained.

(4) Effective maintenance training programs are established.

(5) Effective FOD prevention programs are established and implemented.

(6) Joint aircraft material inspections are performed with squadron MOs.

(7) Assistance in obtaining CETS or NETS is available for the squadrons.

(8) Baseline discrepancies are reported using the BTR, to the TYCOM and COMNAVAIR-SYSCOM Baseline Managers/Program Managers. CVW MOs shall report discrepancies via the Type Wing.

(9) Ensure effective liaison between Baseline Manager and squadron personnel.

2.2.2.2.3 Type Wing Data Analysts provide management with data necessary to make qualitative decisions with regard to aircraft and equipment material condition readiness and utilization. Data sources include DECKPLATE and OMA/OOMA reports.

2.2.2.2.3.1 The Data Analyst shall use DECKPLATE and OMA/OOMA data to prepare graphs, spreadsheets, and narrative reports for the Wing MO to track performance trends by total T/M/S aircraft population and by individual squadron. Reports shall include, at a minimum, the following information:

- a. A799 Rate by WUC.
- b. Cannibalization (total actions, total man-hours, rate per 100 flight hours, rate per 100 sorties).
- c. Direct Maintenance Man-hours per Flight Hour.
- d. Aircraft Utilization Rate.
- e. Corrosion Prevention Man-Hours (total and average per aircraft).
- f. Corrosion Treatment Man-Hours (total and average per aircraft).
- g. Top Five Man-Hour Consuming Repair Actions, by WUC and Part Number.
- h. Top Five NMC Component Failures, by NSN.
- i. Top Five PMC Component Failures, by NSN.
- j. MCI discrepancy trends.

2.2.2.2.3.2 The Data Analyst shall assist the Wing MO with analyzing and interpreting data, including recommendations for improvement, such as training in technical or administrative procedures.

2.2.2.3 Facilities. The Air Wing MO ensures effective and economical use is made of the aircraft maintenance facilities provided by the supporting ship or station.

2.2.2.3.1 COs of ships and stations supporting aircraft maintenance provide, on a custody basis, the facilities needed to perform assigned missions and tasks. Consideration is given to the total facilities available. Facilities are assigned commensurate with the missions and tasks of the tenants.

2.2.2.3.2 Tenant activity COs are responsible for the day-to-day maintenance of the facilities and installed equipment. They are also responsible for compliance with the policies and regulations of the host ship or station concerning facilities, installed equipment maintenance, security, safety, and storage. When a tenant activity is to be relocated, arrangements are to be made with the host ship or station for the orderly return of all facilities and installed equipment.

DATE

From: (Name of Inspected Command)
To: Commander, Naval Air Forces (N422C)

Subj: MATERIAL CONDITION INSPECTION (MCI) RESULTS

Ref: (a) CSFWPACINST 4790.11
(b) CSFWLANTINST 4790.11
(c) CVWINST. 4790.14
(d) COMNAVAIRFORINST 4790.2

Encl: (1) Focus Area List (FAL) Summary Sheet (Buno Version)
(2) MCI Discrepancy List

1. (Name of Inspecting Wing) inspection team conducted an MCI on (Name of squadron) aircraft on (DD Month YYYY) per reference (a) to ensure continued satisfactory material condition of assigned aircraft, support equipment, and Aviation Life Support Systems throughout the specified inspection period.

2. The MCI team inspected (how many) aircraft and (how many) aircraft were inspected via “non-invasive” means. A detailed FAL summary sheet automatically provided by the Automated Data Capturing System (ADCS) in enclosure (1) will show how this squadron’s aircraft compared to the T/M/S population to date. The MCI discrepancy list, enclosure (2) provided by the inspection team will annotate discrepancies noted during the MCI.

3. Safety of flight concerns (were/were not) identified and the aircraft was graded PASS/FAIL.

4. The Maintenance Department’s response to the inspection process was positive and all training and improvement suggestions were well received. Questions concerning this evaluation should be directed to (Name of Wing Maintenance Officer) (e-mail/phone #).

5. (Name of Inspection Wing) (POC: name and contact info).

By Direction

Figure 2-1: Material Condition Inspection Results Letter (Sample)

From: Maintenance Officer (Strike Fighter Squadron XXX / VAQRON XXX)
To: Maintenance Officer (Strike Fighter Wing U.S. Pacific/Atlantic/Electronic Attack Wing,
U.S. Pacific Fleet)

Subj: MATERIAL CONDITION INSPECTION (MCI) CORRECTIVE ACTION

Ref: (a) MCI Results letter dated DD/MMM/YY Serial No. N42 / N4 / N4
(b) CSFWPACINST 4790.11
(c) CSFWLANTINST 4790.11
(d) CVWINST 4790.14
(e) COMNAVAIRFORINST 4790.2

1. Per reference (a), the following actions were taken to correct discrepancies for specific areas graded as "FAIL" during the Material Condition Inspection conducted DD/MMM/YY by the CSFWP/CSFWL/CVWP Inspection Team.

a. BUNO/Modex: 160001/099 Egress/Environmental graded as "Fail".

(1) Down Discrepancy: JCN XY0021169, L/H lower leg Restraint Garter installed is the wrong part number. (Garter installed is for SJU-5/6 Ejection Seat, not NACES Ejection Seat).

(a) Removed ejection seat bucket and replaced L/H lower leg Restraint Garter with correct part number for NACES Ejection Seat.

(2) Down Discrepancy: JCN XY0000248, Ejection Seat Time Release Mechanism gas line not connected.

(a) Connected Time Release gas line per Maintenance Instruction Manual.

I. M. MO
By Direction

Figure 2-2: Material Condition Inspection Corrective Action Letter (Sample)