

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

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## **CHAPTER 2**

### **Aircraft Controlling Custodians (ACCs) and Type Wing and Carrier Air Wing (CVW)**

#### **2.1 Aircraft Controlling Custodians (ACCs)**

##### **2.1.1 Introduction**

The ACCs; Commander, Naval Air Forces (COMNAVAIRFOR), Commander, Naval Air Force Reserve (COMNAVAIRFORES), Commander, Naval Air Systems Command (COMNAVAIRSYSCOM), and Chief of Naval Air Training (CNATRA) are responsible for providing their activities with sufficient funding, manpower, training, material and equipment, aircraft assignment, and inspection and evaluation to accomplish the Naval Aviation Maintenance Program (NAMP).

##### **2.1.2 ACC Responsibilities**

###### **2.1.2.1 Funding**

- a. Direct fiscal and budgetary actions to support NAMP requirements, including allocation of budget operating target (OPTAR) allotments to commands.
- b. Justify resources required to execute the NAMP during budget reviews.
- c. Apportion, distribute, and manage material and financial resources to operate and maintain aircraft and equipment efficiently.
- d. Monitor aviation maintenance costs and take action to improve cost efficiency.

###### **2.1.2.2 Manpower**

- a. Exercise overall management authority of assigned military, civilian, and contractor manpower.
- b. Coordinate with the Deputy Chief of Naval Operations (DCNO), Manpower and Personnel (M&P), Commanders in Chief, and the Enlisted Personnel Management Center to resolve manning deficiencies. Marine Corps manning issues will be coordinated with the Fleet Marine Force (FMF) Commanders.
- c. Review requested changes for officer, enlisted, government service, and contractor manpower.
- d. Review authorized billets, at least annually, to ensure manpower requirements are adequate and effectively distributed.
- e. Submit manpower change recommendations to the manpower claimant. Prior to requesting an increase in manpower, review manpower requirements and total distribution for ability to reassign existing authorized billets.

###### **2.1.2.3 Training**

- a. Direct and coordinate the completion of aviation technical training for commands.
- b. Coordinate aviation maintenance training conducted by the Center for Naval Aviation Technical Training Unit (CNATTU) and factory training sponsored by COMNAVAIRSYSCOM.
- c. Review new and revised training curriculum.

- d. Coordinate formal training of enlisted maintenance personnel conducted by D-level activities.
- e. Monitor and coordinate the completion of operational training required to achieve Maintenance Department readiness goals.

#### **2.1.2.4 Material and Equipment**

a. Monitor maintenance and supply activities for compliance with Chief of Naval Operations (CNO) policies for the following:

- (1) Requisitioning material.
- (2) Controlling material.
- (3) Responsiveness to material demands.
- (4) Proper use of material resources.

b. Equip activities to accomplish maintenance operations.

c. Coordinate with COMNAVAIRSYSCOM and Naval Supply Systems Command (NAVSUP) to adjust support equipment (SE) and material requirements as aircraft and equipment configurations change.

d. Monitor and verify the accuracy of aircraft operational status reporting.

e. Monitor performance data and take action to improve the efficiency and quality of maintenance. ACC metrics shall include:

- (1) Aircraft readiness vs. requirement.
- (2) Budgeted vs. actual cost for maintenance.
- (3) Cost per hour for repairable parts and consumables.
- (4) Top cost drivers for Aviation Fleet Maintenance (AFM) and Aviation Depot Level Repairable (AVDLR) funds.
- (5) Foreign Object Damage (FOD) rate.
- (6) Cannibalization rate.
- (7) Maintenance Man-Hours per Flight Hour.
- (8) Intermediate Maintenance Activity (IMA) repair effectiveness.
- (9) D-level support cost and effectiveness.
- (10) Aircraft Utilization Rate.
- (11) Aircraft in Not Mission Capable (NMC) status for over 30 days, and causal factors.
- (12) Top 25 parts or systems causing NMC and Partial Mission Capable (PMC) status.

### 2.1.2.5 Aircraft Assignment

- a. Exercise administrative control and assignment of aircraft to reporting custodians.
- b. Direct and coordinate scheduling aircraft into depot rework, repair, and inspection. Publish aircraft movement instructions to meet rework schedules. Fund and approve workload changes.
- c. Direct and coordinate submission of aircraft records and reports required by CNO, COMNAVAIRSYSCOM, and COMNAVAIRFOR.

### 2.1.2.6 Inspection and Evaluation

ACCs, Type Wings, and Marine Aircraft Wings (MAWs) share responsibility for maintaining the material condition of assigned aircraft and equipment and evaluating activities for safe, efficient, and effective maintenance practices. Aviation Maintenance Inspections (AMI), Maintenance Program Assessments (MPA), and Material Condition Inspections (MCI) are the minimum formal evaluations required. [Paragraph 10.24](#) provides the policy for conducting these inspections.

**NOTES: 1. Newly established squadrons and squadrons transitioning from one type/model/series (T/M/S) aircraft to another assigned to COMNAVAIRSYSCOM Research, Development, Test, and Evaluation (RDT&E) must comply with the Safe for Flight Operations Certification requirements of NAVAIRINST 3700.4.**

**2. Newly established squadrons and squadrons transitioning from one T/M/S aircraft to another within COMNAVAIRFOR must comply with the Safe for Flight Operations Certification requirements of COMNAVAIRFORINST 5400.1.**

## 2.2 Type Wings and MAWs

### 2.2.1 Introduction

Type Wing and MAW commanders are responsible for manpower, training, material readiness, and inspection of squadrons under their command.

### 2.2.2 Type Wing and MAW Responsibilities

**NOTE: MAWs may delegate certain T/M/S specific responsibilities to the Marine Aircraft Group (MAG), but must monitor and verify accomplishment of delegated responsibilities.**

#### 2.2.2.1 Manpower

Monitor the manpower status of each activity and coordinate with manpower authorities to obtain and assign adequate numbers of maintenance personnel to achieve readiness requirements.

#### 2.2.2.2 Training

- a. Coordinate and monitor accomplishment of formal training, to include prioritization of training quota assignments for CNATTU classes.
- b. Standardize the syllabi, materials, lesson guides, certification requirements, and documentation for T/M/S specific in service maintenance training.
- c. Monitor the effectiveness of training received through CNATTU courses by selectively interviewing students and surveying squadrons to determine the adequacy of knowledge and skills obtained.

d. Manage and monitor qualifications or certifications and test question data banks in Advanced Skills Management (ASM).

**NOTE:** Paragraph 10.1 provides additional details on training procedures.

### 2.2.2.3 Material Readiness

- a. Monitor and assist activities in achieving aircraft and equipment readiness goals.
- b. Manage aircraft and equipment to provide sufficient numbers of properly configured aircraft, ancillary equipment, engines, and avionics to supported activities.
- c. Coordinate logistics support and prioritize distribution of repairable and consumable parts in order to optimize overall material readiness.
- d. Manage aircraft and equipment to reduce the length of time aircraft have not flown.
- e. Coordinate with air station commanders for the facilities needed to support aircraft maintenance. Manage the distribution of facilities and verify adequacy to support aircraft and equipment maintenance. Monitor activities for compliance with policies and regulations concerning facilities, installed equipment maintenance, security, safety, and storage. When a tenant activity relocates, assist the activity with arrangements for returning facilities and installation equipment to the air station.
- f. Coordinate support provided by IMAs, depots, In-Service Support Center (ISSCs), Naval Air Technical Data and Engineering Services Command (NATEC), contractors, and COMNAVAIRSYSCOM.
- g. Publish and execute plans to support current and future maintenance operations.
- h. Present support issues at Integrated Logistic Support (ILS) and other maintenance or supply related meetings.
- i. Monitor Individual Material Readiness List (IMRL) inventories and reports to validate activities are accurately reporting equipment status. Distribute IMRL assets within the Type Wing or MAW to optimize utilization.
- j. Coordinate with the Type Commander (TYCOM) Comptroller to budget and allocate maintenance and equipment funds.
- k. Verify the following reports are accurate and submitted within prescribed timelines:
  - (1) Aircraft Inventory and Readiness Reporting System (AIRRS) XRAY Reports.
  - (2) Aircraft Material Condition Reports (AMCR).
  - (3) Budget OPTAR Reports (BOR).
  - (4) FOD Reports.
  - (5) Naval Aviation Maintenance Discrepancy Reporting Program (NAMDRP) Reports.
  - (6) Mishap Reports.
- l. Prioritize the distribution of general purpose and maintenance specific Management Information Systems (MIS) and provide technical expertise in MIS operation.

m. Monitor and validate the accuracy of information entered in the Maintenance Data System (MDS) by assigned activities. Provide feedback to COMNAVAIRSYSCOM MDS Managers on system adequacy and data entry and management process.

n. Periodically inspect activities to validate compliance with Hazardous Material (HAZMAT) Programs, environmental regulations, and other requirements specified in [paragraph 10.19](#).

o. Coordinate Configuration Management (CM) baseline reviews with subordinate activities and report discrepancies to NAVAIR via Baseline Trouble Report (BTR).

p. Use Decision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) and Organizational Maintenance Activity (OMA) or Optimized Organizational Maintenance Activity (OOMA) data to prepare graphs, spreadsheets, and narrative reports that track performance trends by total T/M/S aircraft population and by individual squadron. Reports must include the following information:

- (1) A799 Rate by Work Unit Code (WUC).
- (2) Cannibalization (total actions, total man-hours, rate per 100 flight hours, rate per 100 sorties).
- (3) Direct Maintenance Man-Hours per Flight Hour.
- (4) Aircraft Utilization Rate and Day Last Flown by Bureau Number (BUNO).
- (5) Number of Hours Out of Reporting (OOR) Material Condition Reporting Status (MCRS) by BUNO and Reasons for OOR.
- (6) Corrosion Prevention Man-Hours (total and average per aircraft).
- (7) Corrosion Treatment Man-Hours (total and average per aircraft).
- (8) Top Five Man-Hour Consuming Repair Actions by WUC and Part Number.
- (9) Top Five NMC Component Failures by National Stock Number (NSN).
- (10) Top Five PMC Component Failures by NSN.
- (11) MCI Discrepancy Trends, to include trends in D-level corrosion discrepancies.
- (12) Actual Cost per Hour vs. Budgeted Cost per Hour for Aircraft Operations Maintenance (AOM) costs, by type (AFM and AVDLR/Repairables).

q. Publish advisories with information on issues related to conduct of the NAMP or other maintenance operations applicable to the Wing.

#### **2.2.2.4 Inspection**

Type Wings or MAWs will inspect maintenance activities for compliance with the NAMP and the material condition of aircraft equipment.

**NOTE:** [Paragraph 10.24](#) provides the policy for conducting inspections.

## 2.3 Operational Commanders

### 2.3.1 Introduction

Operational commanders, such as Navy Carrier Air Wing (CVW) and Marine Corps Aviation Combat Element (ACE) commanders, are responsible for the operational readiness of squadrons during training events and while deployed.

### 2.3.2 Operational Commander Responsibilities

2.3.2.1 Coordinate pre-deployment planning for personnel, facilities, SE, materials, support services, and other logistics elements required to perform maintenance.

2.3.2.2 Consolidate squadron material and facilities requirements to reduce unnecessary duplication.

2.3.2.3 Review allowance lists of supporting or hosting activities for adequacy to support deployed aircraft and equipment.

2.3.2.4 Determine requirements and coordinate distribution of equipment, parts, and other material to support deployed operations.

2.3.2.5 Coordinate support from the ship's Supply Department, Aircraft Intermediate Maintenance Department, and Air Department prior to and during deployment.

2.3.2.6 Report CM baseline discrepancies to the applicable Type Wing or MAW for action.

2.3.2.7 Report aircraft material readiness per COMNAVAIRFORINST 5442.1.

2.3.2.8 Monitor timely submission and accuracy of the following aircraft, maintenance, and material reporting requirements:

- (a) AIRRS XRAY Reports.
- (b) AMCRs.
- (c) BORs.
- (d) FOD Reports.
- (e) NAMDRP Reports.
- (f) Mishap Reports.

2.3.2.9 Monitor squadrons and units for the following metrics, and take action when trends indicate unsatisfactory performance:

- (a) A799 Rate by WUC.
- (b) Cannibalization (total actions, total man-hours, rate per 100 flight hours, rate per 100 sorties).
- (c) Corrosion Prevention Man-Hours (total and average per aircraft).
- (d) Corrosion Treatment Man-Hours (total and average per aircraft).

- (e) Top Five Man-Hour Consuming Repair Actions by WUC and Part Number.
- (f) Top Five NMC Component Failures by NSN.
- (g) Top Five PMC Component Failures by NSN.
- (h) Sortie Completion Rate.

2.3.2.10 Coordinate deployed support from D-levels and NATEC.