# ALLOWANCES AND LOCATION OF NAVAL AIRCRAFT <br> <br> (U) 

 <br> <br> (U)}

OPNAV NOTICE C3110 31 MARCH 1985


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DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS

OPNAVNOTE C3110 10 May 1985

SUBJECT: Allowances and Location of Naval Aircraft for 31 March 1985

This directive is not filed in these directives binders, but may be found at the following location:

## Decussfici




DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS WASHINGTON, DC 20350-2000

Canc frpp $\operatorname{Mar}_{\text {iN }} 86$
OPNAVNOTCE C3110
ser 515/5C405181 10 May 1985

CONFIDENTIAL--Unclassified upon removal of enclosure (1)

## OPNAV NOTICE C 3110

Subj: ALLOWANCES AND LOCATION OF NAVAL AIRCRAFT
Ref: (a) OPNAVNOTE S3110 of 31 January 1984 (NOTAL)
(b) OPNAVINST 5442.2E (NOTAL)
(c) OPNAVINST C5513.2B-36 (NOTAL)

Encl: (1) Allowances and Location of Naval Aircraft

1. Purpose. To promulgate unit operating aircraft allowances for FY-85 and actual on-hand aircraft inventories as of 31 March 1985.
2. Cancellation. OPNAV Notice C3llo Ser 515/4C396924 of 27 November 1984 is cancelled by this notice and will be destroyed. No report of destruction is necessary.

## 3. General Instructions

a. Enclosure (1) establishes unit operating allowances of the naval aircraft program within each major operating command, projected for end FY-85. The allocation of naval aircraft by model is reflected in reference (a), which establishes the allocations for major operating commands in accordance with the approved planning factors and available inventory. In those instances where apparent inconsistencies occur between operating allowances and allocation, reference (a) shall be the controlling instruction, since it represents the planned implementation of the aircraft program for which Congress approved and provided funds. Actual on-hand aircraft inventories are developed by reference (b).
b. If the allowances set forth are not deemed suitable for the mission which an activity or command must support, the chief of Naval Operations will consider recommendations for changes in models and allowances of aircraft. However, any requests for such changes that would result in an increase in a major command's total aircraft operating allowance should contain that command's recommendation for a compensatory reduction.
c. Specific assignment of aircraft to individual officers is prohibited by the secretary of the Navy.


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d. Designation of aircraft listed here is in conformance with reference (a).
e. Reporting custodians shall select and report operating and awaiting operating status codes, so that the primary use feature of the status code will conform to assigned primary use codes of allowed aircraft.
4. Distribution. In the interest of reducing publication costs, addressees are requested to review distribution for reduction and inform the Chief of Naval Operations (OP-515), if subsequent editions are not required.
5. Classification. Users of this publication may refer to reference (c) if necessary to ascertain the proper classification of extracted information.

D. G. TIMPSON

By direction

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## STATUS OF NAVAL AIRCRAFT INVENTORY

Naval aircraft "inventory" is comprised of all aircraft which have been accepted, but not stricken, by the Navy. An aircraft is accepted when legal custody is assumed by the Navy and is stricken when officially separated from Naval custody by inclusion on the cNo promulgated listing entitled separations from the Naval Aircraft Inventory.

Naval aircraft are presented herein under various combinations of three basic classifications: STATUS, CLASS, SUBCLASS and MODEI, and CUSTODY. "Status" refers to the classification of the functional employment or condition of the aircraft. The various spatus codes (situations) by which Navy/marine aircraft are classified appear in the status Code Table included in this publication. Likewise, the table Naval Aircraft classes, Subclasses and Models illustrate the current system of aircraft classification by CLASS, SUBCLASS and MODEL. Class of aircraft refers to the general mission purpose of aircraft design e.g. fighter, attack, patrol, etc. Subclass refers to the next lower level of classification and more specific mission purpose ór design e.g.; fighter photo, recon, etc. Model refers to a particular type of airframe. Custody refers to the unit (reporting custody) and command (controlling custody) to which the aircraft has been assigned.

## GLOSSARY OF TERMS (AIRCRAFT)

ACTIVE INVENTORX - Pipeline and operating segments of the inventory.
INACTIVE PROGRAM - A program aircraft category which includes the following status situations in process of first delivery, grounded administratively, or stored (service life not completed.)

INVENTORY - AIL aircraft accepted into, but not sericken fromg naval custody for which aixcraft inventory reporting responsibilities exist to some degree.

LOCATION - Data are shown by location in tables 6, 7, 8 and ll. Location refers to the physical location, at month end, of aircraft in custody of unit.

NON-PROGRAM (AIRCRAFT) - Aircraft which are experimental, target drone (man-carrying); retixed (awaiting strike or decision to strike including those designated for MAP/FMS) but not yet stricken; stored with service life complete; or those on bailment or loan contracts.

OPERATING (ATRCRAFT) - Includes aircraft in OPERATING STATUS. An aircraft is in an operating status whenever it is filling an authorized operating allowance. An aircraft reported in any of the A-- status codes is in an operating status. operating status aircraft are always in the reporting custody of the operating unit to which assigned. An aircraft which moves to a Rework Facility for purposes of rework will leave operating status although it may remain in the reporting custody of the operating unit.

OPERATIONAI - All aircraft in the contxolling custody of the operating commands.
prperine - That part of the logistic cycle which includes all program aircraft in support ofethe operating segment of the inventory. The logistic pipeline includes aircraft enroute to, awaiting and in either standard or special rework and those aircraft awaiting transit or enroute to operating from standard or special rework. New aircraft in process of Eirst delivery and those in storage are not included in the pipeline caregory.

PROGRAM AIRCRAFT - All production aircraft in the physicel custody of the Navy for which current or future operations within an authorized allowance is intended or can reasonably be expected. This includes all aircraft in the naval inventory except aircraft of experimental configuration, target drones (man-carrying), aircraft retired but not yet stricken, aircraft otherwise in process of final disposition, aircraft on bailment or on loan, and aircraft stored with service life complete.

RDWOR - The restorative or additive work performed on an aircraft, aircxaftequipment, and aircraft support equipment by naval aircraft industrial establishments, contractors plants and such other industrial organizations designated by air type commands. A rework process extends from the time some of the work is started until all of the work has been completed, including temporary interruptions in direct labor and including rework evaluation and test and correction of discrepancies determined thereby. See OPNAVINST $4790,2 C / O P N A V I N S T$ 3IIO. 110 for definitions of the two major categories (standard and special) and nine sub-categories of rework. Note: In the normal circumstance, rework of aircraft is nevex accomplished by organizational/intermediate level maintenance activities or personnel. However, if local circumstances require that work be performed by such activities which is of such scope and depth as to indicate a possible rework" classification, contact CNO (Op-508) (via controlling custodian) on a case by case basis for decision.

STORED, SERVICE LIFE COMPLEPE (Stored, SLC) - Aircraft heid in NAVAIRSXSCOM FS storage in a non-program status which have completed the service life prescribed by OPNAVINST 3110.110.

STORED, SERVICE LIFE NOT COMPLETE (Stored, SLNC) - Aircraft with service life remaining but currently inactive and stored in a program status.

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ABD - Aboard (name of ship follows)
A/C - Aircraft
ADMIN - Administration
ADMSUPUNT - Administration Support Unit
AFB - Air Force Base
AFPRO - Air Force Plant Representative Office
ASW - Anti-Submarine Warfare
AWTG - Awaiting
BIS - Board of Inspection and Survey
BLMNT - Bailment
CAT - Category
CILOP - Conversion in Lieu of Procurement
CMEF - Commander of Middle East Forces
CNATRA - Chief of Naval Air Training
CNAVRES - Chief of Naval Reserve
COM - Commander
COMFLTACTS - Commander Fleet Activities
COMTRAWING - Commander Training Air Wing
CV - Multi Purpose Aircraft Carrier
CVAN - Attack Aircraft Carrier (Nuclear)
CVT - Training Aircraft Carrier
DCASO - Defense Contract Administration Service Office
DEC - Decision
DEL - Delivery
DEMO - Demonstration
DEPT - Department
DET - Detachment
DIV - Division
ENR/ENRT - Enroute
EXP - Experimental
FAWPRA - Fleet West Pac Repair Activity
FMF - Fleet Marine Force
FS - Fleet Support, NAVAIRSYSCOM
FY - Fiscal Year
GROUND/GRND ADMIN - Grounded Administratively
H - Helicopter
HA - Helicopter Combat Search and Rescue
HC - Helicopter Combat Support Squadron
HCT - Helicopter Combat Training Squadron
HF - Helicopter Gunship
HG - Helicopter Non-Combat Search and Rescue Squadron
HH - Helicopter Heavy Assault Squadron
HHS - Marine Heavy Helicopter Reserve Squadron
HL - Helicopter Light Assault Squadron
H&MS - Headquarters and Maintenance Squadron
HM - Helicopter Mine Countermeasures Squadron
HMA - Marine Helicopter Attack Squadron
HMATE - Marine Attack Helicopter Training Element
HMH - Marine Heavy Helicopter Squadron
HML - Marine Light Helicopter Squadron
HMLTE - Marine Light Helicopter Training Element
HMM - Marine Medium Helicopter Squadron
HMS - Marine Medium Helicopter Reserve Squadron
HMT - Marine Helicopter Training Squadron
HMX - Marine Helicopter Squadron
HQ - Headquarters
HR - Helicopter Executive Transport
HS - Helicopter Anti-Submarine Squadron
HSL - Helicopter Anti-Submarine Squadron (Light)
HT - Helicopter Training Squadron
LHA - Amphibious Assault Ship (General Purpose)
LMP/LAMPS - Light Airborne Multi Purpose Systems
LANT - Naval Air Force, Atlantic Fleet
LPPH - Amphibious Assauit Ship
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## UNCLASSIFIED

```
MAAG - Military Assistance Advisory Group
MAP/FMS - Military Assistance Program/Foreign Military Sales
MAR - Marine
MASDC (DMAFB) - Military Aircraft Storage & Disposition Center
                    (Davis Monthan Air Force Base)
MC - Marine Corps
MC&G - Mapping, Charting and Geodesy
MCAS - Marine Corps Air Station
MCAS (H) - Marine Corps Air Station (Helicopter)
MDE - Mission Dedicated Elements
MWHS - Marine Support Group
NADC - Naval Air Developement Center
NAF - Naval Air Facility
NALC - Naval Aviation Logistics Center
NARF - Naval Air Rework Facility, NAVAIRSYSCOM
NAS - Naval Air Station
NASA - National Aeronautics and Space Administration
NASC - Naval Air Systems Command
NASC A/C CUST - NAVAIRSYSCOM Aircraft Custodian
NASC T&E - NAVAIRSYSCOM Test and Evaluation
NATC - Naval Air Test Center
NATPARATESTRANGE - National Parachute Test Range
NATRA - Naval Air Training
NATTC - Naval Air Technical Training Center
NAV - Naval
NAVAIRSYSCOM - Naval Air Systems Command
NAVAIRSYSCOM STF - Naval Air Systems Command Station Flying
NAVCOSYSLAB - Naval Coastal Systems Laboratory
NAVCRUITCOM - Naval Recruiting Command
NAVFITWEAPSCHOL - Naval Fighter Weapons School
NAVSTA - Naval Station
NFO - Naval Flight Officer
NPRO - Naval Plant Representative Office
NRL - Naval Research Laboratory
NWC - Naval Weapons Center
NWEF - Naval Weapons Evaluation Facility
OPER/OPTG - Operating
PAC - Naval Air Force, Pacific Fleet
PACMISTESTCEN - Pacific Missile Test Center
PMRF - Pacific Missile Range Facility
PROG - Program
PROJ DEV - Project Development
PROV - Provisional
RDT&E - Research, Development, Test & Evaluation, NAVAIRSYSCOM
RDY - Ready
RECON - Reconnaissance
REP - Representative
REQ - Required
REWK/RWK - ReWork
RFI - Ready for Issue
RVAH - Reconnaissance Attack Squadron
RVAW - Carrier Airborne Early Warning Training Squadron
SDLM - Standard Depot Level Maintenance
SLC - Service Life Complete
SLEP - Service Life Extension Program
SLNC - Service Life Not Complete
SO&MS - Station Operation & Maintenance Squadron
SPEC - Special
SQDN - Squadron
STAND/STRD - Standard
STF - Station Flying, NAVAIRSYSCOM
STOR - Stored
STRK - Strike
SUP/SUPP - Support
SYS - System
TMS - Type/Model/Series
TRANS/TRANST - Transit
TRARON - Training Squadron
TRNG - Training
USAACOM - United States Army Aviation Material Command
USAF - United States Air Force
USMC - United States Marine Corps
USN - United States Navy
USNR - United States Naval. Reserve
```


## UNCLASSIFIED

```
VA - Attack Squadron
VAH - Heavy Attack Squadron
VAK - Reserve Aerial Refueling Squardron
VAL - Light Attack Squadron
VAM - Medium Attack Squadron
VAP - Heavy Photographic Squadron
VAQ - Tactical Electronic Warfare Squadron
VAQM - Attack Tactical Electronic Countermeasure
VAW - Carrier Airborne Early Warning Squadron
VC - Fleet Composite Squadron
VF - Fighter Squadron
VFA - Strike Fighter Squadron
VFFA - Fighter Attack Squadron
VFFB - Fighter Bomber Squadron
VFP - Light Photographic Squadron
VG - In Flight Refueler
VK - Drone
VMA - Marine Attack Squadron
VMAAW - Marine All Weather Attack Squadron
VMAT - Marine Attack Training Squadron
VMAT (AW) - Marine All Weather Attack Training Squadron
VMFA - Marine Fighter Attack Squadron
VMFAT - Marine Fighter Attack Training Squadron
VMGR - Marine Aerial Refueler/Transport Squadron
VMO - Marine Observation Squadron
vO - Observation
VP - Patrol Squadron
VPL - patrol Shore Based Squadron
VQ - Fleet Air Reconnaissance Squadron
VR - Fleet Logistics Support Squadron
VRC - Fleet Tactical Support Squadron, Carrier
VRH - Fleet Heavy Transport Squadron
VRLJ - Fleet Transport Light Jet Squadron
VRM - Fleet Medium Squadron
VRMJ - Fleet Transport Medium Jet Squadron
VS - Air Anti-Submarine Squadron
VT - Training Squadron
VTAJ - Training Jet Advanced Squadron
VTBJ - Training Jet Basic Squadron
VTBP - Training Prop Basic Squadron
VTPP - Training Prop Primary Squadron
VTSJ - Training Jet Special Squadron
VTSP - Training Prop Special Squadron
VU - Utility
VUM - Utility Medium Squadron
VUS - Utility Special Squadron
VW - Land Based Airborne Early Warning Squadron and Weather Reconnaissance Squadron
VWH - Shore Based Heavy Airborne Early Warning Squadron
VX - Air Test and Evaluation Squadron
VXE - Antarctic Development Squadron
vXN - Oceanographic Development Squadron
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## PRIMARY USE CONES

Aircraft are assigned to operating units to perform the following tasks.

Al. COMBAT. Aircraft assigned primarily to inflict damage on the enemy.

A2. COMBAT SUPPORT, Aircraft assigned primarily to provide direct support of forces which inflict damage on the enemy.

A3. STUDENT PILOT/NFO/CREW TRAINING。 Category includes aircraft assigned to syllabus training leading to designation as Naval Aviator or NFO and aircraft assigned for technical and specialized training of crew personnel.

A4. RESERVE TRAINING/POST STUDENT TRAINING. Aircraft assigned primarily for indiviतual syllabus training of designated Naval Aviators.

A5. SPECIAL PROJECTS. Aircraft assigned to scientific programs or other missions not elsewhere classified.

A6. PROFICIENCY FLYING PROGRAM. Aircraft assigned primarily to provide the means for individuals to meet minimum proficiency standards imposed by CNO.

A7. WEAPONS SYSTEMS EVALUATION. Aircraft assigned primarily for tactical evaluation of aircraft and associated weapons systems.

A8. UTILITY. Aircraft assigned for non-scheduled transport of passengers for administrative purposes, courier service, and special missions not elsewhere classified.

AH. MAAG, MISSION AND ATTACHE. Aircraft assigned to MAAG, MISSION and ATTACHE activities.

AJ. TEST AIRCRAFT, NAVY OPERATED. Aircraft assigned primarily for test of the aircraft or its components for purposes of research, development and evaluation.

AK. TEST SUPPORT AIRCRAFT, NAVY OPERATED. Aircraft assigned to provide support to research, development and evaluation programs by actual participation.

AL. SEARCH AND RESCUE. Aircraft assigned to shore based activities to provide search and rescue function.

AM. EXECUTIVE TRANSPORT. Aircraft assigned primarily to administrative transport of high ranking officers and dignitaries.

## UNCLASSIFIED

STATUS CODES FOR USE WITH OPERATING AIRCRAFT

| ASSIGNED PRIMARY USE | $\begin{aligned} & \text { IN OPERATING } \\ & \text { STATUS } 1 / \end{aligned}$ |
| :---: | :---: |
| COMBAT <br> COMBAT SUPPORT <br> STUDENT PILOT/NFO/CREW TRAINING <br> RESERVE TRNG/POSTS STUDENT TRNG <br> SPECIAL PROJECTS <br> PROFICIENCY FLYING PROGRAM <br> WEAPONS SYSTEM EVALUATION <br> UTILITY <br> MAAG, MISSION, ATTACHE <br> TEST ATRCRAFT, NAVY OPERATED <br> TEST SUPPORT A/C, NAVY OPERATED <br> SEARCH AND RESCUE <br> EXECUTIVE TRANSPORT | A19 <br> A20 <br> A3. <br> A48 <br> A5 9 <br> A69 <br> A7 0 <br> A8 9 <br> AH\% <br> AJø <br> AKg <br> ALD <br> AMD |

1/ NASC FS reporting custodians shall never report aircraft as in status codes A--. Aircraft in upkeep (as opposed to rework) shall be retained in Operating Status.

OPERATIONALLY REQUIRED INACTIVE AIRCRAFT (NON-AGING) 1

| CONDITION OF AIRCRAFT | FLYABLE 2/ | NOT-FLYABLE 2/ |
| :---: | :---: | :---: |
| STAMDARD REWORK REQUIRED |  |  |
| UNDAMAGED AIRCRAFT DAMAGED AIRCRAFT | $\begin{aligned} & \text { K1- } \\ & \text { K2- } \end{aligned}$ | $\begin{aligned} & \mathrm{KA}- \\ & \mathrm{KB}- \end{aligned}$ |
| SPECIAJ REWORK REQUIRED |  |  |
| UNDAMAGED AIRCRAFT DAMAGED AIRCRAFT | $\begin{aligned} & \mathrm{K} 4- \\ & \mathrm{K} 5- \end{aligned}$ | $\begin{aligned} & \text { KD- } \\ & \text { KE- } \end{aligned}$ |
| REWORK NOT REQUIRED | K6- | KF- |

1/ Specific approval by the cognizant controlling custodian is required prior to placing an aircraft in any of the $K-$ - Status Code combinations except when the third character is $H$ (suspension of flight operations) or the aircraft is awaiting rework, prior to transit or at the rework facility. Include authority in remarks on XRAYs for aircraft entering K-- Status. Suspension of flight operations will be authorized by the controlling custodian or other proper authority. Aircraft awaiting rework prior to transit or at the rework site (Status Codes E-A; H-A; E-1; or H-1) in excess of 7 calendar days will be placed in the appropriate $K--$ Status Code. Upon induction, aircraft status shall be reported in the appropriate in-process status.

2/ Select and report third character from table below to best describe aircraft situation:
A - Airframe
B - Power Plant
C - Avionics/Armament
D - Insufficent Personnel
E - Insufficent Rework Funds

```
                                    F - Aircraft Rework Backlog
                                    G - Framp Trainer
H - Suspension of Flight Ops
J - Aircraft Temporarily in Excess
                                    of Authorized U. E.
                                    K - Other
```

status codes for use with pipeline aircraft
.

| REWORK PROCESS | AVAITING REWORK PRIOR TRANSIT $1 /$ |  | ENROUTE TO REWORK 2/ |  | AWAITING REHORK AT SITE OF ASSIGNED REWORK ACTIVITY |  | UNDERGOING REWORK 3 | REVORK PROCESS <br> COMPLETED AVTG. <br> OPERATING IN <br> MAVAIRSYSCOM FS <br> PHYSICAL CUSTODY | ENROUTE $\begin{gathered}\text { TO OPERATING FROH } \\ \text { REWORK }\end{gathered}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | FLYABLE | $\begin{gathered} \text { NOT } \\ \text { FLYABLE } \end{gathered}$ | BY flighm <br> OR AIRLIFT | BY SURFACE TRANS PORT | FLYABLE | $\begin{aligned} & \text { HOT } \\ & \text { FLYABLE } \end{aligned}$ | IN PROCESS |  | $\begin{gathered} \text { BY } \\ \text { FLIGHT } \end{gathered}$ | $\begin{gathered} \mathrm{BY} \\ \text { AIRLIFT } \end{gathered}$ | $\begin{gathered} \text { BY } \\ \text { SURFACE } \\ \text { TRANSPORI } \end{gathered}$ |
| STAMDARD REWORK |  |  |  |  |  |  |  | AIRCRAFT RFI | C10 | C2ø | C9ø |
| SDLM | EIA | EAA | Fl- | FA- | E11 | EAl | D1- | ASSGI. AWTG. |  |  |  |
| SDLM/MODIFICATION | E2A | EBA | F2- | FB- | E21 | EB1 | D2- | FERRY OR |  |  |  |
| SDLM/CRASH DAMAGE | E3A | ECA | F3- | FC- | E31 | ECl | D3- | SHIPMENT: BYI |  |  |  |
| SDLM/CILOP | E4A | EDA | F4- | FD- | E41 | EDI | D4- | UNASSIGNED: BY2 |  |  |  |
| AIR WORTHINESS inspection | E5A | EEA | F5- | FE- | E51 | EEl | D5-- | NOT RFI DUE: |  |  |  |
| SPECIAL REVTORK |  |  |  |  |  |  |  | AIRBORNE <br> EQUIPMENT BNØ |  |  |  |
| CONVERSION | H1A | HAA | I1- | IA- | H11 | HAl | Gl- | ARMAMENT BPの |  |  |  |
| REPAIR | H3A | HCA | $13-$ | IC- | ¥31 | HCl | G3- | ELECTRONICS BQ日 |  |  |  |
| MODERNIZATION | H4A | HDA | 14 - | ID- | H41 | HDl | G4- | PHOTO EQUIP BRØ |  |  |  |
| PRESERVATION | H6A | HFA | I6- | IF- | H61 | HFl | G6- | POVER PLANT BS $\emptyset$ |  |  |  |

1/ Include aircraft awaiting rework by MASC FS or contractor field teams with no transit involved.
2/ Select and report a third character to indicate status of movement:
$\phi$ - Movement Proceeding
N - Movement interrupter ( 48 hours or more)
3/ Select and report a third character to indicate work stoppage.
N - Airborne Equipment
P - Armament
Q - Electronics
R - Photo Equipment
S - Power Plant

OTHER STATUS CODES（NON－OPERATING／NON．PIPELINE）

| NEW AIRCRAFT In PROCESS OF FIRST DELIVERY |  |  |  | miscellaneous codes |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| REGULAR ACCEPMANCE |  | PROVISIOMAL ACCE | ANCE | IN BAILMENT |  | ON LOAN |  |
| RFI |  | NOT RFI DUE： |  | FOR RDT\＆E PURPOSES： |  | FROM THE NAVY： |  |
| ahaiting movement | BXø | AIRBORNE EQUIP． ARMAMENT | $\begin{aligned} & \text { VNø } \\ & \text { VPø } \end{aligned}$ | TEST AIRCRAFT TEST SUPPORT | TJø TKø | NOT RDT\＆E TEST AIRCRAFT | Uøø |
| NOT RFI DUE： |  | ELECTRONICS | VQ® | CONTRACT PENDING | TRø | TEST SUPPORT | UKø |
| AIRBORNE EQUIP． | BAø | POVER PLANT | vSø | NOT RDT\＆E | ттø | TO THE NAVY： |  |
| ARMAMENT | BBø | OTHER |  |  |  | NOT RDT\＆E |  |
| ELECTRONICS | BCø BD |  |  |  |  | TEST AIRCRAFT | U60 |
| POWER PI，ANT | BED |  |  |  |  | TEST SUPPORT | U7¢ |
| OTHER | $B F \varnothing$ |  |  |  |  |  |  |


| RESERVE／RETENTION（STORED） |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| CONDITION OF AIRCRAFT | ```enroute T0 RESERVE/ RETENTION``` | In smorage |  |  |
|  |  | RESERVE STOCK |  | mobillzation RESERVE |
|  |  | FLYABLE | $\begin{gathered} \text { NOT } \\ \text { FLYABLE } \end{gathered}$ |  |
| SERVICE LIFE NOT COMPLETE |  |  |  |  |
| Standard rework not Req： |  |  |  |  |
| UNDAMAGED AIRCRAFT DAMAGED AIRCRAFT | J1ø J1¢ | M1ヵ M2ø | M5¢ M6¢ | N1ø N2ø |
| STANDARD REWORK REQ： |  |  |  |  |
| UNDAMAGED AIRCRAFT | J1ø | M $3 \varnothing$ | M7め | N30 |
| DAMAGED AIRCRAFT | J1ヵ | M40 | M8ø | N40 |
| SERVICE LIFE COMPLETED | J2ø | WA $\varnothing$ | WC $\varnothing$ | WE $\varnothing$ |


| RETIREMENT AND STRIKE |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CATEGORY | AWTG．DECISIONTO STRIKE |  | AWAITING STRIKE |  |  |  | $\begin{gathered} \mathrm{S} \\ \mathrm{~T} \\ \mathrm{R} \\ \mathrm{I} \\ \mathrm{C} \\ \mathrm{~K} \\ \mathrm{E} \\ \mathrm{~N} \end{gathered}$ |
|  |  |  | NON MAP／FMS |  | FOR MAP／FMS |  |  |
|  |  |  |  |  |  | IN |  |
|  |  |  |  | NOT | REWK | AWTG |  |
|  | FLYABLE | flyable | ABLE | ${ }_{\text {ABLE }}$ | RET | ENRT |  |
|  |  |  |  |  |  |  |  |
| CATEGORY 1 | － | Yøø | － | Y19 | － | － | $15 \varnothing$ |
| CATEGORY 2 | P2ø | PB $\varnothing$ | S20 | SBø | $R \emptyset \emptyset$ | RD¢ | 2Sø |
| CATEGORY 3 | P3 $\varnothing$ | PCø | S3ø | $\operatorname{SC} \varnothing$ | Røø | RDø | $35 \varnothing$ |
| CATEGORY 4 | P4ø | PDø | S4ø | SD¢ | R9ø | RD¢ | 4Sø |
| COMPLETED SERVICE LIFE |  |  |  |  |  |  |  |

## UNCLASSIFHED

## status code key to thales \& b, 7 , amd ${ }^{\text {a }}$

Plograg ans hon-program hirchift
by Compande class and model
TABE E Y HCA ASTRIED

| cass <br> subclass <br> MODEL <br> COMAND |  |  |  |  |  | ROGR | M AIr | craft |  |  |  |  |  |  | $\begin{aligned} & \text { MON- } \\ & \text { RROGRAM } \\ & \text { TOTAL } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{gathered} \text { TOTAL } \\ \text { PROGRAM } \\ \text { TNVENTORY } \end{gathered}$ | Active |  |  |  |  |  |  |  | inactive |  |  |  |  |
|  |  |  | OPERATMN |  |  | Priplisine |  |  |  |  | AXRCRAFT IN FIRST DELIVERY |  | $\begin{array}{\|c} \text { STORED } \\ \text { SLND } \end{array}$ | $\begin{aligned} & \text { GRound } \\ & \text { ADMINi. } \end{aligned}$ |  |
|  |  |  | TOTAL | $\begin{gathered} \text { operating } \\ \text { status } \\ \hline \end{gathered}$ | $9 \left\lvert\, \begin{aligned} & \text { AWATTMN } \\ & \text { OPRRATING } \\ & \hline \end{aligned}\right.$ | total. | ANATITNG \& ENROUTE To OPERATING |  | $\begin{aligned} & \text { TN/AWAITTNG/ } \\ & \text { ENROUTE TO REWORK } \end{aligned}$ |  |  |  |  |  |  |
|  |  |  |  |  |  |  | $\begin{gathered} \text { IN OR RDY } \\ \text { FRRASTIT } \end{gathered}$ | $\begin{array}{\|c} \text { NOT } \\ \text { READ } \\ \text { RRANSIT } \end{array}$ | Stamdard | special | $\begin{aligned} & \text { PROVISION. } \\ & \text { ACCEPTED } \end{aligned}$ | отнer |  |  |  |
| couraiks (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | - (12) | (13) | (14) | (15) | (16) |
| Cuman contew | SUM OF COLMANS | Sim of Columns | Sum of columes | $\substack{\text { ARE } \\ \text { PROGRAM } \\ \text { MODEL } \\ \text { AIRCEAFT } \\ \text { AN } \\ \text { IN } \\ \text { "A" } \\ \text { STATUS }}$ | ALLPROGRMMODEEAICEAFTINSTATUSCODES: | SUM OF COLUMNS | $\begin{gathered} \text { ALL } \\ \text { PRGRAM } \\ \text { MODEL } \\ \text { AIRCRAFT } \end{gathered}$ | $\begin{gathered} \text { ALL } \\ \text { PROGRAM } \\ \text { MOREL } \end{gathered}$ | $\underset{\text { EROGRAM }}{\text { ATL }}$ MODEL | $\begin{gathered} \text { ALL } \\ \text { PROGRMM } \\ \text { MODEL } \end{gathered}$ | $\begin{aligned} & \text { ALL } \\ & \text { PROGRAM } \\ & \text { MODER } \end{aligned}$ | áll <br> program MODEL ACFT |  |  | $\begin{gathered} \text { ALL AIRCRAFT } \\ \text { OF RORNE, } \\ \text { AND. } \end{gathered}$ |
|  | (3) | (4), | (5) |  |  | (8), |  | $\left\lvert\, \begin{gathered} \text { ARCRAFT } \\ \text { IN } \\ \text { STATES } \\ \text { CODES: } \end{gathered}\right.$ | $\begin{gathered} \text { AIRCRAFT } \\ \text { IN } \\ \text { STATES } \\ \text { CODSS: } \end{gathered}$ | $\begin{aligned} & \text { ATRCRAFT } \\ & \text { IN } \\ & \text { STATUS } \\ & \text { CODES: } \end{aligned}$ | ATPCRAET <br> STATUS <br> CODES : |  | $\begin{gathered} \text { AIRCRAFT } \\ \text { IN } \\ \text { STATUS } \\ \text { CODES: } \end{gathered}$ |  | EXPERIMENTAL COPFIGRATION |
|  | and | (7), |  |  |  | (9), | $\begin{gathered} \text { ATRCRAFT } \\ \text { TRATUS } \end{gathered}$ |  |  |  |  | Status |  |  | conlug amy |
|  |  | (12) | (6) |  |  |  | cones: |  |  |  |  | codes: |  |  | $\begin{aligned} & \text { ATRCRAFT IN } \\ & \text { STATVS } \end{aligned}$ |
|  | (16) | (12), |  |  | $\dot{B 1}$ | (10), and (11) | BY1 | Bng | D.- | 6-- | v.- |  | गи\% | a-- | CODES: |
|  |  | (13), |  |  | ${ }_{82}$ |  |  |  |  |  |  | 8X ${ }^{\text {a }}$ | M-- |  |  |
|  |  | (14), |  |  | B3. 84. |  | ${ }_{\text {BY }}$ | BRg | E-- | H-- |  | BA ${ }^{\text {a }}$ |  |  | J20 |
|  |  | (1) |  |  | ${ }^{85}$ - |  | $\mathrm{Cl}_{1}$ | - Q 8 | F-- | I-- |  | BB6 | $\begin{aligned} & \mathrm{M}-- \\ & \mathrm{N}-. \end{aligned}$ |  | T-- |
|  |  |  |  |  | ${ }^{\text {B7- }}$ |  | C2- | BR\% |  |  |  | ${ }^{8 C}$ |  |  | U-- |
|  |  | (15) |  |  | B8- |  |  | Bs |  |  |  | 3 DG |  |  | Y.- |
|  |  |  |  |  | ${ }_{\text {BK. }}^{\text {BJ- }}$ |  |  |  |  |  |  | BE¢ |  |  | P-- |
|  |  |  |  |  | $\begin{aligned} & \text { BL- } \\ & \text { BM- } \end{aligned}$ |  |  |  |  |  |  |  |  |  | s-- |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | R-- |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | W-- |

Inytantory amt operatimg hllowances
ThisLe 8,7 and 8 UnClassified
PROGRAM AND NOL-PROGRAM AIRCRAFT


## (U) NAVAL AIRCRAFT CLASSES AND SUB-CLLASSES

## 31 MARCH 13E5

COLASSIFPTD
This listing shows the current inventory of Naval Aircraft by class and sub-class within this publication. For convenience this listing is in the same order as sable Four "program and Non-Program Aircraft."


Frucesf
(U)ARCRAM INYKWTOM DTA


# (U) TOTAL AIRCRAFT INVENTORY BY MAIOR STATUS CATLGORIES 

31 MARCH 1985
THELE COMNDENTHAL

(U) PROGRAM AND HON-PROGRAM AIRCRAFT STATUS DISTRIBUTION

## 31 MARCH 1985

TABLE 2 COMFIDENTIAL

|  |  | PROGRAM |  |  |  |  |  |  |  |  |  |  | NON-PROGRAM |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { TO/ } \\ & \text { TOTAL } \\ & \text { INVEN- } \\ & \text { TORX } \end{aligned}$ | TOTAL PROG. | OPERATING |  |  | PIPELINE |  |  |  | INACTIVE |  |  |  |  |  |  |  |  |
| YEAR \& MONTH |  |  | TOTAL | OPTG. Status | AWTG. OPTG. | TOTAL | $\begin{gathered} \text { AWTG. } \\ \& \\ \text { TRNST } \\ \text { TV } \\ \text { OPTG. } \end{gathered}$ | $\begin{gathered} \mathrm{S}_{\mathrm{T}} \\ \mathrm{R} \\ \mathrm{D} \end{gathered}$ | $\begin{array}{lll} \hline S & \\ & P_{2} & \\ & C & \\ \hline \end{array}$ | $\begin{gathered} \text { NEW } \\ \text { A/C } \\ \text { TN } \\ \text { IST } \\ \text { DEL. } \end{gathered}$ | $\begin{array}{\|} \text { STORED } \\ \text { SLNC. } \end{array}$ | $\begin{aligned} & \text { GRND. } \\ & \text { ADMI. } \end{aligned}$ | TOTAL | AWTG. DEC. OR STRK | STOR. <br> SLC | $\begin{gathered} \text { BLMNH } \\ \AA \\ \text { LOAN } \end{gathered}$ | DRONE | EXP. |
| 197330 Jun. | 7,645 | 7,151 | 5,590 | 5,542 | 48 | 984 | 94 | 506 | 384. | 28 | 526 | 23 | 494 | 12 | 117 | 169 | 193 | 3 |
| 197430 Jun. | 7,618 | 7.130 | 5,179 | 5,145 | 34 | 1,084 | 127 | 472 | 485 | 20 | 762 | 85 | 488 | 7 | 112 | 174 | 192 | 3 |
| 197530 Jun. | 7,191 | 6.797 | 4,915 | 4,865 | 50 | 980 | 94 | 420 | 466 | 36 | 494 | 372 | 394 | 27 | 46 | 166 | 150 | 5 |
| 197630 Jun. | 6,990 | 6.618 | 4,931 | 4,842 | 89 | 821 | 75 | 416 | 330 | 15 | 610 | 241 | 372 | 7 | 34 | 178 | 148 | 5 |
| 197730 Jun. | 6,980 | 6,613 | 4,708 | 4,669 | 39 | 828 | 67 | 419 | 342 | 51. | 877 | 149 | 367 | 2 | 13 | 204 | 145 | 3 |
| 197831 Mar. | 6,661 | 6,403 | 4.423 | 4,354 | 69 | 991 | 133 | 510 | 348 | 64 | 762 | 163 | 258 | 4 | 10 | 204 | 37 |  |
| 197830 Jun. | 6,378 | 6,114 | 4,396 | 4,356 | 40 | 997 | 134 | 520 | 343 | 26 | 529 | 166 | 264 | 3 | 24 | 198 | 36 | 3 |
| 30 Sep . | 6,398 | 6,143 | 4,512 | 4,461 | 51 | 920 | 112 | 528 | 280 | 23 | 551 | 137 | 255 | 4 | 8 | 202 | 38 | 3 |
| 31. Dec. | 6,436 | 6,189 | 4,476 | 4,434 | 42 | 952 | 125 | 523 | 304 | 29 | 571 | 161 | 247 | 1 | 2 | 198 | 43 | 3 |
| 197931 Mar. | 6,443 | 6,199 | 4,477 | 4,458 | 19 | 941 | 124 | 512 | 305 | 28 | 590 | 163 | 244 | 0 | 2 | 199 | 40 | 3 |
| 197930 Jun. | 6,404 | 6,151 | 4,463 | 4,439 | 24 | 967 | 147 | 526 | 294 | 16 | 537 | 168 | 253 | 0 | 2 | 195 | 53 | 3 |
| 30 Sep . | 6,390 | 6,138 | 4,463 | 4,430 | 33 | 969 | 132 | 541 | 296 | 17 | 527 | 162 | 252 | 2 | 2 | 194 | 51 | 3 |
| 31 Dec. | 6,381 | 6,1.36 | 4,516 | 4,486 | 30 | 918 | 125 | 480 | 313 | 18 | 515 | 169 | 245 | 1 | 2 | 187 | 52 | 3 |
| 1980 31 Mar. Jun. | 6,376 6,320 | 6,130 | 4,447 4.399 | 4,419 | 28 | 988 | 127 | 541 | 320 | 18 | 515 | 162 | 246 | 1 | 2 | 187 | 53 | 3 |
| 198030 Jun. | 6,320 | 6,064 | 4,399 | 4,368 | 31 | 987 | 111 | 557 | 319 | 18 | 480 | 180 | 256 | 1 | 2 | 196 | 54 | 3 |
| 30 Sep. | 6,300 | 6,050 | 4,436 | 4,405 | 31 | 924 | 92 | 533 | 299 | 16 | 473 | 201 | 250 | 3 | 2 | 188 | 53 | 4 |
| $31 . \mathrm{Dec}$. | 6,323 | 6,078 | 4,364 | 4,338 | 26 | 1,029 | 92 | 597 | 340 | 16 | 480 | 189 | 245 | 1 | 6 | 183 | 52 | 3 |
| $31 . \mathrm{Mar}$. | 6,327 | 6,083 | 4, 31.4 | 4,287 | 27 | 1,108 | 115 | 621 | 372 | 25 | 470 | 166 | 244 | 5 | 8 | 178 | 50 |  |
| 198130 Jun. | 6,252 | 6,008 | 4,275 | 4,258 | 17 | 1,161 | 132 | 618 | 411 | 13 | 400 | 159 | 244 | 2 | 8 | 179 | 52 |  |
| 30 Sep . | 6,249 | 6,006 | 4,474 | 4,461 | 13 | 939 | 77 | 543 | 319 | 13 | 406 | 174 | 243 | 4 | 7 | 177 | 53 | 2 |
| 31 Dec. | 6,268 | 6,032 | 4,471 | 4,467 |  | 907 | 85 | 538 | 284 | 24 | 398 | 232 | 236 | 4 | 6 | 171 | 53 | 2 |
| 31 Max. | 6,269 | 6,029 | 4.495 | 4,492 | 3 | 918. | 84 | 538 | 296 | 17 | 409 | 190 | 240 | 3 | 6 | 176 | 53 | 2 |
| 198230 Jun. | 6,209 | 5,973 | 4,523 | 4,523 | - | 873 | 103 | 43.1 | 279 | 18 | 378 | 181 | 236 | 5 | 4 | 172 | 53 | 2 |
| 30 Sep . | 6,133 | 5,895 | 4,534 | 4,534 | - | 821 | 96 | 469 | 256 | 11 | 335 | 194 | 238 | 7 | 2 | 173 | 54 | 2 |
| 31 Dec. | 6,113 | 5,886 | 4,426 | 4,426 | - | 893 | 121 | 479 | 293 | 12 | 349 | 206 | 227 | 5 | 2 | 167 | 51 | 2 |
| 198331 Jan. | 6,119 | 5,896 | 4,432 | 4,218 | 214 | 885 | 80 | 505 | 300 | 21 | 348 | 210 | 223 | 6 | 2 | 162 | 51 | 2 |
| 28 Feb . | 6,113 | 5,895 | 4.373 | 4,124 | 249 | 924 | 91 | 504 | 329 | 28 | 349 | 221 | 218 | 7 | 2 | 162 | 45 | 2 |
| 31 Mar. | 6.118 | 5,898 | 4,382 | 4.116 | 266 | 901 | 11.1 | 471 | 319 | 27 | 347 | 241 | 220 | 14 | 2 | 157 | 45 | 2 |
| 30 Apr. | 6,117 | 5,896 | 4,387 | 4.137 | 250 | 919 | 97 | 502 | 320 | 24 | 351 | 215 | 221 | 15 | 2 | 157 | 45 | 2 |
| 31 May | 6,129 | 5,908 | 4,405 | 4.112 | 293 | 915 | 106 | 485 | 324. | 28 | 349 | 211 | 221 | 16 | 2 | 156 | 45 | 2 |
| 30 Jun. | 6,140 | 5,921 | 4,405 | 4,081 | 324 | 901 | 116 | 476 | 309 | 43 | 350 | 222 | 219 | 15 | 2 | 155 | 45 | 2 |
| 31 Jul. | 6,146 | 5,927 | 4.395 | 4,041 | 354 | 909 | 109 | 461 | 339 | 49 | 351 | 223 | 219 | 20 | 2 | 151 | 44 | 2 |
| 31 Aug. | 6,143 | 5,928 | 4.427 | 4,052 | 365 | 892 | 79 | 473 | 340 | 46 | 351 | 212 | 215 | 18 | 2 | 150 | 43 | 2 |
| 30 Sep . | 6,105 | 5,891 | 4,469 | 4,109 | 360 | 834 | 83 | 443 | 308 | 42 | 338 | 208 | 214 | 17 | 2 | 155 | 38 | 2 |
| 31 Oct. | 6,069 | 5,855 | 4,434 | 4,090 | 344 | 869 | 68 | 492 | 309 | 44 | 321 | 187 | 214 | 21 | 3 | 152 | 36 | 2 |
| 30 Nov. | 6,059 | 5,848 | 4.392 | 4,003 | 389 | 903 | 60 | 514 | 329 | 48 | 320 | 185 | 21.1 | 15 | 3 | 154 | 37 | 2 |
| 31 Dec. | 6,015 | 5,821 | 4,500 | 4.050 | 450 | 808 | 54 | 494 | 260 | 32 | 274 | 207 | 194 | 9 | 3 | 145 | 35 | 2 |
| 198431 Jan. | 6,017 | 5,828 | 4,475 | 4,113 | 362 | 850 | 34 | 551 | 265 | 25 | 277 | 201 | 189 | 5 | 3 | 145 | 34 | 2 |
| 29 Feb . | 6,018 | 5,830 | 4,485 | 4.130 | 355 | 821 | 40 | 518 | 263 | 30 | 291 | 203 | 188 | 8 | 3 | 145 | 30 | 2 |
| 31 Mar. | 6,025 | 5,836 | 4,500 | 4,167 | 333 | 835 | 59 | 486 | 290 | 28 | 292 | 181 | 189 | 5 | 2 | 149 | 31 | 2 |
| 30 Apr . | 6.044 | 5,845 | 4,478 | 4,146 | 332 | 851 | 66 | 482 | 303 | 37 | 293 | 186 | 199 | 8 | 2 | 156 | 31 | 2 |
| 31 May | 6.054 | 5,859 | 4,465 | 4,151 | 314 | 874 | 74 | 463 | 337 | 28 | 293 | 199 | 195 | 7 | 2 | 153 | 31 | 2 |
| 30 Jun. | 6,050 | 5,856 | 4,523 | 4.256 | 267 | 827 | 71 | 439 | 317 | 25 | 291 | 190 | 194 | 5 | 2 | 155 | 30 | 2 |
| 31 Jul. | 6,055 | 5,859 | 4,475 | 4,166 | 309 | 862 | 65 | 451 | 345 | 25 | 295 | 202 | 196 | 6 | 2 | 156 | 30 | 2 |
| 31 Aug. | 6,054 | 5,859 | 4,431 | 4,056 | 375 | 888 | 68 | 454 | 366 | 26 | 295 | 219 | 195 | 5 | 2 | 156 | 30 | 2 |
| 30 Sep . | 6,049 | 5,849 | 4,437 | 4,074 | 363 | 825 | 70 | 434 | 321 | 19 | 289 | 279 | 200 | 7 | 2 | 155 | 34 | 2 |
| 31 Oct. | 6,048 | 5,850 | 4.444 | 4.071 | 373 | 837 | 49 | 468 | 320 | 26 | 288 | 255 | 198 | 7 | 2 | 155 | 32 | 2 |
| 30 Nov. | 6,065 | 5,864 | 4,364 | 4.021 | 343 | 886 | 60 | 461 | 365 | 31 | 290 | 293 | 201 | 7 | 2 | 153 | 36 | 2 |
| 31 Dec. | 6,083 | 5,878 | 4,455 | 4,118 | 337 | 783 | 55 | 410 | 318 | 34 | 300 | 306 | 205 | 8 | 2 | 156 | 37 | 2 |
| 198531 Jan. | 6,051 | 5,853 | 4,382 | 4,019 | 363 | 873 | 51 | 431 | 391 | 33 | 268 | 297 | 198 | 6 | 2 | 153 | 35 | 2 |
| 28 Peb. | 6,035 | 5,834 | 4,388 | 4,081 | 307 | 850 | 56 | 439 | 355 | 27 | 252 | 317 | 201 | 12 | 2 | 151 | 34 | 2 |
| 31 Mar. | 6,060 | 5,848 | 4.495 | 4,224 | 271 | 815 | 59 | 400 | 356 | 23 | 252 | 263 | 212 | 21 | 2 | 152 | 35 | 2 |

PROIECTED FOR END FY 1985
31 MARCH 1985
table 3 CONFIDENTIAL


# (U) PROGRAM OPERATING ALLOWANCES <br> atlantic fleet <br>  <br> , <br> rojected for emd fy 1985 

31 MARCH 1985
table 3a CONfIDENTIAL

(U) PROGRAM OPERATING ALLOWANCES

PACFIC FLEET
PROIECTED FOR END FY 1985
31 MARCH 1985

| CLASS \& SUBCLASS | GRAND TOTAL | TOTAL USN | TOTAL USMC | COMBAT |  | DIRECT-SUPPORT |  | INDIRECT-SUPPORT |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | USN | USMC | USN | USMC | USN | USMC |


| v F | FA | 44 | 58 | 36 | ¢¢ | ${ }^{2} 6$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VF | fe | 250 | 193 | 63 | 177 | 63 |  |  | 16 |  |
| vF | $p$ | 21 |  | <1 |  | 21 |  |  |  |  |
| $v$ A | 1 | 234 | $14^{2}$ | 91 | 127 | 91 | c |  | 7 |  |
| va | * | $1 こ 7$ | 107 | co | 103 | 20 |  |  | 4 |  |
| VA | Q | 10 | 10 |  | 10 |  |  |  |  |  |
| VA | Q* | 57 | 5 ? |  | ¢ 8 |  |  |  |  |  |
| vs |  | $7{ }^{2}$ | 78 |  | 78 |  |  |  |  |  |
| vp | 1 | 126 | 1ct |  | 126 |  |  |  |  |  |
| vis | ${ }^{M}$ | 30 | 30 |  | ? 0 |  |  |  |  |  |
| Vb | H | 14 | 14 |  | 14 |  |  |  |  |  |
| VR | H | 11 | 11 |  |  |  | 20 |  | 8 |  |
| VR | $c$ | 26 | $=t$ |  |  |  | C |  | ¢ | 2 |
| VR | LJ | 7 | 5 | -2 |  |  | 4 | 22 |  | 2 |
| V6 |  | 27 | 1 | 22 3 | 1 | 29 |  | 6 |  |  |
| vo | L | 37 | ${ }_{1}^{4}$ | 3 | 4 | 29 | 1 |  | 16 | 8 |
| vu | S ${ }_{\text {A }}$ | 27 67 | 19? | ${ }^{8}$ | $\leqslant$ | 4 | ? |  | 48 | 6 |
| vi | ¢J | ? | 7 |  |  |  |  |  | 3 |  |
| $v i$ | SP | 4 | 4 |  | 1 |  |  |  | 3 | 12 |
| H | f | 01 | 1 | 60 |  | $4 \varepsilon$ |  |  | 1 | 12 |
| H | 6 | , | 1 |  |  |  | 15 |  | cs |  |
| H | 5 | 122 | 132 |  | 8 |  | 5 | 96 |  | 19 |
| H H | ${ }_{\text {H }}$ | 1\% 1 C | 44 | 115 |  |  | 44 | 108 |  | 17 |
| H H | i | ? | 10 | 6? |  |  |  | 48 | 18 | 14 |
| Pac |  | 1.18 | 114\% | 670 | 884 | :12 | $10^{\circ}$ | 280 | 155 | 78 |

# (U) PROGRAM AND NON-PROGRA AIRCRAFT 

## BY COMAMAD, CLASS AMD MODEL

TABLE 4 CONPBDENTIAL
31 MARCH 1985


# - MeMrurill <br> (U) PROGRAM AND NON-PROGRAM AIRCRAFT 

BY COMmAND, CLASS AMD MODEL
table 4 CONFIDENTIAL


BY COMmAND, CLASS AND MODEL

## TABLE 4 COAFIDENTIAS



# (U) PROGRAM AND NON-PROGRAM AIRCRAFT 

BY COMMAND, CLASS AND MODEL
table 4 CONFIDENTIAL

(U) PROGRA A AD MOM-PROGRA AMRCRAPT

table 4 CONPRORNTIA
31 MARCH 1985


## (U) PROGRAm AND NON-PROGRAM AIRCRAFT

©Y COMmAND, CLASS AMD MODEL
TABLE 4 CONFIDENTAA


# (U) PROGRAM AND NON-PROGRAM AIRCRAFT 

BY COMMAMD, CLASS AMD MODEL
table 4 CONFIDENTIAL


# (U) PROGRAM AND NON-PROGRAM ARRCRAFT 

BY COMMAMD, CIASS AND MODEL
tamle a CONPDORTHAL


PY COMMAND, CLASS AMD MODEL
TABLE 4 CONFIDENTIAL
31 MARCH 1985


## DELARSFIED

## (U) PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
table 4 CONFIDENTLAL

| SUBCLASS MODEL | COMMAND | $\begin{aligned} & I \\ & \\ & \hline \end{aligned}$ | PROGRAM |  |  |  |  |  |  |  |  |  |  |  |  | $\begin{gathered} \text { NON- } \\ \text { PROGRAM } \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | totalpROG. INVENTORY | ACtive |  |  |  |  |  |  |  | inactive |  |  |  |  |
|  |  |  |  | operating |  |  | PIPELINE |  |  |  |  | $\begin{gathered} \text { AIRCRAFT IN } \\ \text { FIRST } \\ \text { DELIVERY } \end{gathered}$ |  | $\begin{aligned} & \text { STOR } \\ & \text { SINC } \end{aligned}$ | GROUND ADMIN. | total |
|  |  |  |  |  |  |  |  | $\begin{gathered} \text { AWTG } \\ \text { TO } 0 \end{gathered}$ | $\begin{aligned} & \hline \text { \& ENR } \\ & \text { OPER } \end{aligned}$ | $\begin{array}{\|c} \hline \text { IN AWA } \\ \text { ENR } T \\ \hline \end{array}$ | $\begin{array}{l\|} \hline \text { ATTING } \\ \text { IO } \\ \hline \end{array}$ |  |  |  |  |  |
|  |  |  |  | total | OPER. <br> STA- <br> tus | AWTG. OPER. | TOTAL | $\left\lvert\, \begin{gathered} \mathrm{IN} \\ \mathrm{RDY} \\ \text { TRASS } \end{gathered}\right.$ | $\left.\begin{gathered} \text { NOT } \\ \text { RRY } \\ \text { TRANS } \end{gathered} \right\rvert\,$ | Stand |  | PROV. |  |  |  |  |

$\forall 6$

(U) PROGRA AND NON-PROGRAM ARCMAPT

BY COM鰦AMD, CUSS AME MODEL
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(U) PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
TABLE 4 CONFIDENTLAL
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# (U) PROGRA ${ }^{(1)}$ AND NON-PROGRAM AIRCRAFT 

BY COM鮻AMD, CLASS AND MODEL
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## (U) PROGRA AND NON-PROGRA AIRCMAFT

BY COMMAND, CLASS AND MODEL
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# (U)PROGRAM AND NON-PROGRAM AIRCRAFT 

BY COmmAND, CLASS AHD MODEL


## (U) DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL

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## (U).DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL

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# (U) PROGRAM AND NON-PROGRAM AIRCRAFT 

BY COmemand, CLASS AND MODEL
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(U) DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL

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## (U) MNENTORY AND OPERATING ALLOWANCES <br> PROGRAM AMD NOM . PROGRAM AIRCRAFT

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# (U) MVENTOMY ARD OPRRATHG ALIOWANCS <br>  



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## (U) WMETTORY AND OPRRATHE ALLOWAMCS <br> PROGRAM AHD NOM - PROGTAM AIRCRAFT

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# (U) NNENTORY AND OPERATING ALLOWANCES <br> PROGRAM AMD MON - PROGRAM AIRCRAFT 

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## （U）INVEMTORY AND OPERATRNG ALLOWAMCES

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## (U) INVENTORY AND OPRRATING ALLOWAMCES <br> PROGQAM AMD HON - PROGEAM ARCRAFT



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# (U) INVENTORY AND OPERATING ALLOWANCES <br> PROGRAM AMD MOM - PROGRAM AIRCRAFT 

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# (U) HVEMTORY AND OPRRAHE MHOWAMCS <br> Procram amp mon - program airctafi 

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## (U) INVEMTORY AND OPERATING ALIOWAMCSS <br> program and mon - program aircraft

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# (U) INVENTORY AND OPERATING ALLOWANGS 

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(U) MNERTORY AND OPERATING ALIOWANCES

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## (U) INVENTORY AND OPERATING ALLOWANCSS <br> program and mon - progran aircraft

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## (U) MNENTOMY AND OPERATMG MLIOWAMCES <br> 

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## (U) INVENTORY AND OPERATING ALLOWAMCES <br> program amd mon - program aircraft

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# (U) MNVENTORY ARD OPERATMNG ALLOWAMCES <br> PROGRA AMD MON - PROERAM AIRCRAFT 

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# (U) MNEETTORY AND OPPRATING ALIOWANCES <br> PROGRAM AMD MOM - PROGRAA AIRCRAFT 

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## (U) MNVENTORY AND OPRIRATHE ALLOWANGS <br> 

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## (U) INVETTORY AND OPERATING ALLOWANCES <br> program and mon - program alrceaft

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(U) MVENTORY AND OPERATING ALLOWAMCES

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## (U) INVENTORY AHD OPERATING ALLOWANCES <br> PROGRAM AMD MOH - PROGRAM AIRCRAFT



# (U) INVENTORY AND OPERATING ALLOWANCES <br> PROGRAM ANP MOH - PROGRAM AIRCRAFT 

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# (U) IMVENTORY AND OPERATING ARLOWAMCSS <br>  

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# (U) MNVETTORY AMD OPRRATING ALLOWAMCES <br> PROCRAM AMI MOM- PROGRAM AIRCRAFT 

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(U) MNVENTORY AND OPERATING ALLOWANCES

PROGRAM AMD NOM - PROGRAM AIRCRAFT

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(U) INVENTORY AND OPERATING ALLOWANCES

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## (U) INVENTORY AND OPERATING ALLOWANCES <br> PROGRAM AND MON - PROGRAM AIRCRAFT

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# (U) INVENTORY AND OPERATING ALLOWANGS <br> PROGRAM AMD NON - PROGRAM AIRCRAFT 

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# (U) INVENTORY AND OPERATING ALLOWANCES <br> PROGRAM AMD MOH - PROGRAM AIRCRAFT 


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# (U) INVENTORY AND OPERATING ALLOWAMCS <br> PROGRAM AMD HON - Program aircraft 

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# (U) INVENTORY AND OPERATING ALLOWANCES <br> PROGRAM AMD MOM - PROGRAM AIRCRAFT 

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(U) INVENTORY AND OPERATING ALLOWANCES
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(U) MMENTORY AND OPERATING ALLOWAMCSS PROGRAM AMD NON - PROGRA ALRCRAFT
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# (U) RNENTORY AND OPERATING ALLOWANCES <br> PROGRAM AMD MOM - PROGRAM AIRCRAFT 

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(U) AIRCRAFT ON LOAN TO NAYY

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(U) LOCATION OF AIRCRAFT INVENTORY BY ORGAMZATIONAL UNIT
total program and non-program aircraft


## (U) LOCATION OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNIT

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# (U) LOCATION OF AIRCRAFT INVENTORY BY ORGAMIZATIONAL UNIT 

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## (U) LOCATION OF AIRCRAFT INYENTORY BY ORGANIZATIONAL UNIT

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## (U) LOCATION OF ARCRAFT INVENTORY BY ORGANIZATIONAL UHIT

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## (U) LOCATION OF AIRCRAFT INYENTORY BY ORGAMIZATIOHAL UNIT

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