O9BH

## ALLOWANCES AND LOCATION OF NAVAL AIRCRAFT

## OPNAV NOTICE C3110 31 MARCH 1987



TABLE

$$
\text { TOTAL A/C INVENTORY BY MAJOR STATUS CATEGORIES (U)................ } 1
$$

PROGRAM \& NON-PROGRAM A/C STATUS DISTRIBUTION(U) ..... 2
PROGRAM OPERATING ALLOWANCES: (U)
ALL COMMANDS ..... 3
ATLANTIC FLEET ..... 3A
PACIFIC FLEET. ..... 3B
PROGRAM \& NON-PROGRAM A/C BY COMMAND, CLASS \& MODEL(U) 4 DISTRIBUTION OF NON-PROGRAM A/C BY MODEL(U) ..... 5
INVENTORY \& OPERATING ALLOWANCES:(U)
PROGRAM \& NON-PROGRAM A/C - ATLANTIC FLEET ..... 6
PROGRAM \& NON-PROGRAM A/C - PACIFIC FLEET. ..... 7
PROGRAM \& NON-PROGRAM A/C - CNAVAIRESFOR, CNATRA NASC T\&E, NASC STF, NASC FS ..... 8
DRONE A/C BY STATUS \& COMMAND (U) ..... 9
A/C ON LOAN TO NAVY (U) ..... 10
LOCATION OF A/C INVENTORY BY ORGANIZATIONAL UNIT(U) ..... 11

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS (OP-515)

WASHINGTON, D. C. 20350-2000
19 MAY 1987

## UNCLASSIFIED

LOCATOR CROSS-REFERENCE SHEET
OPNAVNOTE C3110
19 May 1987

SUBJECT: Allowances and Location of Naval Aircraft for 31 March 1987

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

Canc frp: Mar 88
IN REPLY REFER TO
OPNAVNOTE C3110
Ser 515/7C404103
19 May 1987

Subj: ALLOWANCES AND LOCATION OF NAVAL AIRCRAFT
Ref: (a) OPNAVNOTE S3Il0 of February 1986 (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-87 and actual on-hand aircraft inventories as of 31 March 1987.
2. Cancellation. OPNAV Notice C3110 Ser 515/6C407190 of 19 November 1986 is cancelled by this notice and will be destroyed. No report of destruction is necessary.

## 3. General Instructions

a. Enclosure (l) establishes unit operating allowances of the naval aircraft program within each major operating command, projected for end FY-87. 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.

OPNAVNOTE C3110
19 May 1987
d. Designation of aircraft listed here is in conformance with reference (a).
e. Reporting custodians shall select and report operatidg 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-5l5), 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.


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        (Code AD) (l), only)
OPs 09BH, 095EG, 05, 05D2, 506R, 508 (7), 508F, 51, 515 (20) and 524
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## TABLE OF CONTENTS

STATUS OF NAVAL AIRCRAFT INVENTORY ..... 2
ABBREVIATIONS ..... 3
PRIMARY USE CODES ..... 6
STATUS CODE TABLES ..... 7
STATUS CODE KEY TO TABLES 4, 6, 7 AND 8 ..... 10
NAVAL AIRCRAFT CLASSES AND SUB-CLASSES ..... 11
CHART 1 - AIRCRAFT INVENTORY DATA. ..... 12
TABLE 1 - TOTAL AIRCRAFT INVENTORY BY MAJOR STATUS CATEGORIES ..... 13
TABLE 2 - PROGRAM AND NON-PROGRAM AIRCRAFT, STATUS DISTRIBUTION ..... 14
TABLE 3 - PROGRAM OPERATING ALLOWANCES - ALL COMMANDS ..... 15
TABLE 3A- PROGRAM OPERATING ALLOWANCES - ATLANTIC FLEET ..... 16
TABLE 3B- PROGRAM OPERATING ALLOWANCES - PACIFIC FLEET ..... 17
TABLE 4 - PROGRAM AND NON-PROGRAM AIRCRAFT BY COMMAND, CLASS AND MODEL ..... 18
TABLE 5 - DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL ..... 34
TABLE 6 - INVENTORY AND OPERATING ALLOWANCES - PROGRAM AND NON-PROGRAM AIRCRAFT - ATLANTIC FLEET ..... 38
TABLE 7 - INVENTORY AND OPERATING ALLOWANCES - PROGRAM AND NON-PROGRAM AIRCRAFT - PACIFIC FLEET ..... 53
TABLE 8 - INVENTORY AND OPERATING ALLOWANCES - PROGRAM AND NON-PROGRAM AIRCRAFT - CNAVAIRESFOR, CNATRA, NASC T\&E, NASC STF AND NASC FS. ..... 69
TABLE 9 - DRONE AIRCRAFT BY STATUS AND COMMAND ..... 88
TABLE 10-AIRCRAFT ON LOAN TO NAVY ..... 88
TABLE 11- LOCATION OF AIRCRAFT BY ORGANIZATIONAL UNIT ..... 89

## UNCLASSIFIED

## 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 MODEL, and CUSTODY. "Status" refers to the classification of the functional employment or condition of the aircraft. The various STATUS 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 or 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 INVENTORY - 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 - All aircraft accepted into, but not stricken from, naval custody for which aircraft 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); retired (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 (AIRCRAFT) - 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.

OPERATIONAL - All aircraft in the controlling custody of the Operating Commands.
PIPELINE - That part of the logistic cycle which includes all program aircraft in support of the 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 first delivery and those in storage are not included in the pipeline category.

PROGRAM AIRCRAFT - All production aircraft in the physical 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.

REWORK - The restorative or additive work performed on an aircraft, aircraft equipment, 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 4790.2D/OPNAVINST 3110.11Q 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 never 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 controling custodian) on a case by case basis for decision.

STORED, SERVICE LIFE COMPLETE (Stored, SLC) - Aircraft held in NAVAIRSYSCOM FS storage in a non-program status which have completed the service life prescribed by OPNAVINST 3110.11Q.

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
COM - Commander
COMFLTACTS - Commander Fleet Activities
COMNAVAIRESFOR - Commander Naval Air Reserve Force
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 Assauit 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
LPH - Amphibious Assault Ship
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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
4

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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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\section*{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 individual syllabus training of designated Naval Aviators.

A5. SPECIAI 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.

\section*{UNCLASSIFIED}

STATUS CODES FOR USE WITH OPERATING AIRCRAFT
\begin{tabular}{|c|c|}
\hline ASSIGNED PRIMARY USE & IN OPERATING
STATUS 1/ \\
\hline \begin{tabular}{l}
COMBAT \\
COMBAT SUPPORT \\
STUDENT PILOT/NFO/CREW TRAINING \\
RESERVE TRNG/POST STUDENT TRNG \\
SPECIAL PROJECTS \\
PROFICIENCY FLYING PROGRAM \\
WEAPONS SYSTEM EVALUATION \\
UTILITY \\
MAAG, MISSION, ATTACHE \\
TEST AIRCRAFT, NAVY OPERATED \\
TEST SUPPORT A/C, NAVY OPERATED \\
SEARCH AND RESCUE \\
EXECUTIVE TRANSPORT
\end{tabular} & \[
\begin{aligned}
& \text { Alø } \\
& \text { A } 2 \varnothing \\
& \text { A } 3 \varnothing \\
& \text { A } 4 \varnothing \\
& \text { A5 } \varnothing \\
& \text { A } \varnothing \varnothing \\
& \text { A } 7 \varnothing \\
& \text { A } 8 \varnothing \\
& \text { AH } \varnothing \\
& \text { AJ } \varnothing \\
& \text { AK } \varnothing \\
& \text { AL } \varnothing \\
& \text { AM }
\end{aligned}
\] \\
\hline
\end{tabular}

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) \(1 /\)
\begin{tabular}{|c|c|c|}
\hline CONDITION OF AIRCRAFT & FLYABLE 2/ & NOT-FLYABLE 2/ \\
\hline STANDARD REWORK REQUIRED & & \\
\hline UNDAMAGED AIRCRAFT DAMAGED AIRCRAFT & \[
\begin{aligned}
& \mathrm{K} 1- \\
& \mathrm{K} 2-
\end{aligned}
\] & \[
\begin{aligned}
& \text { KA- } \\
& \text { KB- }
\end{aligned}
\] \\
\hline UNDAMAGED AIRCRAFT & K4- & KD- \\
\hline DAMAGED AIRCRAFT & K5- & KE- \\
\hline REWORK NOT REQUIRED & K6- & KF- \\
\hline
\end{tabular}

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-l; or \(\mathrm{H}-1\) ) in excess of 7 calendar days will be placed in the appropriate \(\mathrm{K}-\mathrm{-}\) 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

\[
\text { N - Movement interrupted ( } 48 \text { hours or more) }
\]

3/ Select and report a third character to indicate work stoppage.
N - Airborne Equipment
P - Armament
Q - Electronics
R - Photo Equipment
S - Power Plant

\section*{OTHER STATUS CODES (NON-OPERATING/NON-PIPELINE)}
\begin{tabular}{|c|c|c|c|}
\hline \multicolumn{4}{|l|}{NEW AIRCRAFT IN PROCESS Of FIRST DELIVERY} \\
\hline \multicolumn{2}{|l|}{REGULAR ACCEPTANCE} & \multicolumn{2}{|l|}{PROVISIONAL ACCEPTANCE} \\
\hline RFI & & NOT RFI DUE: & \\
\hline AWAIting movement & BXø & AIRBORNE EQUIP. ARMAMENT & \[
\begin{aligned}
& \operatorname{VN\emptyset } \\
& \mathrm{VP} \varnothing
\end{aligned}
\] \\
\hline NOT RFI DUE: & & ELECTRONICS & VQ@ \\
\hline & & PHOTO EQUIP. & VRø \\
\hline AIRBORNE EQUIP. & BAD & POWER PLANT & VSØ \\
\hline ARMAMENT & BBø & OTHER & VF® \\
\hline ELECTRONICS & \(B C \varnothing\) & & \\
\hline PHOTO EQUIP. & BDD & & \\
\hline POWER PLANT
OTHER & BE¢
BFø & & \\
\hline
\end{tabular}
\begin{tabular}{|c|c|c|c|}
\hline \multicolumn{4}{|c|}{MISCELLANEOUS CODES} \\
\hline IN BAILMENT & & ON LOAN & \\
\hline \multicolumn{2}{|l|}{FOR RDT\&E PURPOSES:} & \multicolumn{2}{|l|}{FROM THE NAVY:} \\
\hline TEST AIRCRAFT & TJø & NOT RDT\&E & Uøø \\
\hline TEST SUPPORT & TKø & TEST AIRCRAFT & UJø \\
\hline CONTRACT PENDING & TRø & TEST SUPPORT & UKø \\
\hline NOT RDT\&E & тгø & TO THE NAVY: & \\
\hline & & NOT RDT\&E
TEST AIRCRAFT & U59
U69
U70 \\
\hline & & TEST SUPPORT & U7¢ \\
\hline
\end{tabular}

\section*{UNCLASSIFIED}

\begin{tabular}{|c|c|c|c|c|c|c|c|}
\hline \multicolumn{8}{|c|}{RETIREMENT AND STRIKE} \\
\hline \multirow[b]{6}{*}{CATEGORY} & \multicolumn{2}{|l|}{\multirow[t]{2}{*}{AWTG. DECISION TO STRIKE}} & \multicolumn{4}{|c|}{AWAITING Strike} & \multirow[b]{6}{*}{\[
\begin{aligned}
& \mathrm{S} \\
& \mathrm{~T} \\
& \mathrm{R} \\
& \mathrm{I} \\
& \mathrm{C} \\
& \mathrm{~K} \\
& \mathrm{E} \\
& \mathrm{~N}
\end{aligned}
\]} \\
\hline & & & \multicolumn{2}{|l|}{NON MAP/FMS} & \multicolumn{2}{|l|}{FOR MAP/FMS} & \\
\hline & & & & & & IN & \\
\hline & & & & NOT & REWK & AWTG & \\
\hline & FLYABLE & & & & & & \\
\hline & & & & & & & \\
\hline CATEGORY 1 & - & Yøø & - & Ylø & - & - & \(15 \varnothing\) \\
\hline CATEGORY 2 & P2ø & PB \(\varnothing\) & S2ø & SB \(\varnothing\) & Røø & RDø & 2Sø \\
\hline CATEGORY 3 & Р3ø & PCø & S3ø & \(\operatorname{sc} \varnothing\) & \(R \varnothing \varnothing\) & RDø & 350 \\
\hline CATEGORY 4 & \(P 4 \varnothing\) & PDø & S4ø & \(\operatorname{SD} \varnothing\) & Røø & RD¢ & 4Sø \\
\hline COMPLETED SERVICE LIFE & & & & & & & \\
\hline
\end{tabular}

\title{
UNCLASSIFIED
}

\section*{STATUS CODE KEY TO TABLES 4, 6, 7, AND 8}

inventory and operating allowances
TABLES 6, 7 and 8 UNCLASSIFIED
Program and non-program aircraft



TCutents of micmanaillchässifieg

(U) TOTAL ARCRAFT INVENTORY BY MAJOR STATUS CATEGORES

31 MARCH 1987

\section*{TABLE 1}


\section*{(U) PROGRAM AND NOH-PROGRAM ARCRRFT STATUS DISTRBBUTION}

\section*{31 MARCH 1987}

TABLE 2
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|c|}
\hline & & \multicolumn{11}{|c|}{PROGRAM} & \multicolumn{6}{|c|}{NON-PROGRAM} \\
\hline \multirow[b]{2}{*}{YEAR \& MONTH} & \multirow[b]{2}{*}{\[
\begin{gathered}
\text { a/ } \\
\text { TOTAL } \\
\text { INVEN- } \\
\text { TORY }
\end{gathered}
\]} & \multirow[b]{2}{*}{TOTAL PROG} & \multicolumn{3}{|c|}{OPERATING} & \multicolumn{4}{|c|}{PIPELINE} & \multicolumn{3}{|c|}{INACTIVE} & \multirow[b]{2}{*}{TOTAL} & \multirow[b]{2}{*}{\[
\begin{gathered}
\text { AWTG . } \\
\text { DEC } \\
\text { OR } \\
\text { STRK } .
\end{gathered}
\]} & \multirow[b]{2}{*}{\[
\begin{aligned}
& \text { STOR. } \\
& \text { SLC }
\end{aligned}
\]} & \multirow[b]{2}{*}{\[
\begin{gathered}
\text { BLMNA } \\
\text { \& } \\
\text { LOAN }
\end{gathered}
\]} & \multirow[b]{2}{*}{DRONE} & \multirow[b]{2}{*}{EXP} \\
\hline & & & TOTAL & OPTG. STATUS & AWTG OPTG. & TOTAL & \[
\begin{array}{c|}
\text { AWTG } \\
\& \text { IN } \\
\text { TRNST } \\
\text { TO } \\
\text { OPTG } .
\end{array}
\] & \[
\begin{array}{|c|}
\hline \mathrm{S}_{\mathrm{T}} \\
\mathrm{R}_{\mathrm{D}} \\
\mathrm{D}
\end{array}
\] & \[
\mathrm{S}_{\mathrm{P}}
\] & \[
\begin{gathered}
\text { NEW } \\
\text { A/C } \\
\text { IN } \\
\text { IST } \\
\text { DEL. }
\end{gathered}
\] & \[
\begin{gathered}
\text { STORED } \\
\text { SLNC. }
\end{gathered}
\] & \[
\begin{aligned}
& \text { GRND } . \\
& \text { ADMI } .
\end{aligned}
\] & & & & & & \\
\hline 197530 Jun. & 7,191 & 6,797 & 4,915 & 4,865 & 50 & 980 & 94 & 420 & 466 & 36 & 494 & 372 & 394 & 27 & 46 & 166 & 150 & 5 \\
\hline 197630 Jun. & 6,990 & 6,618 & 4,931 & 4,842 & 89 & 821 & 75 & 416 & 330 & 15 & 610 & 241 & 372 & 7 & 34 & 178 & 148 & 5 \\
\hline 197730 Jun. & 6,980 & 6,613 & 4,708 & 4,669 & 39 & 828 & 67 & 419 & 342 & 51 & 877 & 149 & 367 & 2 & 13 & 204 & 145 & 3 \\
\hline 197830 Jun. & 6,378 & 6,114 & 4,396 & 4,356 & 40 & 997 & 134 & 520 & 343 & 26 & 529 & 166 & 264 & 3 & 24 & 198 & 36 & 3 \\
\hline 197930 Jun. & 6,404 & 6,151 & 4,463 & 4,439 & 24 & 967 & 147 & 526 & 294 & 16 & 537 & 168 & 253 & 0 & 2 & 195 & 53 & 3 \\
\hline 19831 Mar. & 6,376 & 6,130 & 4,447 & 4,419 & 28 & 988 & 127 & 541 & 320 & 18 & 515 & 162 & 246 & 1 & 2 & 187 & 53 & 3 \\
\hline 198030 Jun. & 6,320 & 6,064 & 4,399 & 4,368 & 31 & 987 & 111 & 557 & 319 & 18 & 480 & 180 & 256 & 1 & 2 & 196 & 54 & 3 \\
\hline 30 Sep . & 6,300 & 6,050 & 4,436 & 4,405 & 31 & 924 & 92 & 533 & 299 & 16 & 473 & 201 & 250 & 3 & 2 & 188 & 53 & 4 \\
\hline 31 Dec . & 6,323 & 6,078 & 4,364 & 4,338 & 26 & 1,029 & 92 & 597 & 340 & 16 & 480 & 189 & 245 & 1 & 6 & 183 & 52 & 3 \\
\hline 31 Max. & 6,327 & 6,083 & 4,314 & 4,287 & 27 & 1,108 & 115 & 621 & 372 & 25 & 470 & 166 & 244 & 5 & 8 & 178 & 50 & 3 \\
\hline 198130 Jun. & 6,252 & 6,008 & 4,275 & 4,258 & 17 & 1,161 & 132 & 618 & 411 & 13 & 400 & 159 & 244 & 2 & 8 & 179 & 52 & 3 \\
\hline 30 Sep . & 6,249 & 6,006 & 4,474 & 4,461 & 13 & 939 & 77 & 543 & 319 & 13 & 406 & 174 & 243 & 4 & 7 & 177 & 53 & 2 \\
\hline 31 Dec . & 6,268 & 6,032 & 4,471 & 4,467 & 4 & 907 & 85 & 538 & 284 & 24 & 398 & 232 & 236 & 4 & 6 & 171 & 53 & 2 \\
\hline 31 Mar. & 6,269 & 6,029 & 4,495 & 4,492 & 3 & 918 & 84 & 538 & 296 & 17 & 409 & 190 & 240 & 3 & 6 & 176 & 53 & 2 \\
\hline 198230 Jun. & 6,209 & 5,973 & 4,523 & 4,523 & - & 873 & 103 & 491 & 279 & 18 & 378 & 181 & 236 & 5 & 4 & 172 & 53 & \\
\hline 30 Sep . & 6,133 & 5,895 & 4,534 & 4,534 & - & 821 & 96 & 469 & 256 & 11 & 335 & 194 & 238 & 7 & 2 & 173 & 54 & 2 \\
\hline 31 Dec. & 6,113 & 5,886 & 4,426 & 4,426 & - & 893 & 121 & 479 & 293 & 12 & 349 & 206 & 227 & 5 & 2 & 167 & 51 & 2 \\
\hline 31 Mar. & 6,118 & 5,898 & 4,382 & 4,116 & 266 & 901 & 111 & 471 & 319 & 27 & 347 & 241 & 220 & 14 & 2 & 157 & 45 & 2 \\
\hline 198330 Jun. & 6,140 & 5,921 & 4,405 & 4,081 & 324 & 901 & 116 & 476 & 309 & 43 & 350 & 222 & 219 & 15 & 2 & 155 & 45 & 2 \\
\hline 30 Sep . & 6,105 & 5,891 & 4,469 & 4,109 & 360 & 834 & 83 & 443 & 308 & 42 & 338 & 208 & 214 & 17 & 2 & 155 & 38 & 2 \\
\hline 31 Dec . & 6,015 & 5,821 & 4,500 & 4,050 & 450 & 808 & 54 & 494 & 260 & 32 & 274 & 207 & 194 & 9 & 3 & 145 & 35 & 2 \\
\hline 31 Mar. & 6,025 & 5,836 & 4,500 & 4,167 & 333 & 835 & 59 & 486 & 290 & 28 & 292 & 181 & 189 & 5 & 2 & 149 & 31 & 2 \\
\hline 198430 Jun. & 6,050 & 5,856 & 4,523 & 4,256 & 267 & 827 & 71 & 439 & 317 & 25 & 291 & 190 & 194 & 5 & 2 & 155 & 30 & 2 \\
\hline 30 sep . & 6,049 & 5,849 & 4,437 & 4,074 & 363 & 825 & 70 & 434 & 321 & 19 & 289 & 279 & 200 & 7 & 2 & 155 & 34 & 2 \\
\hline 31 Dec . & 6,083 & 5,878 & 4,455 & 4,118 & 337 & 783 & 55 & 410 & 318 & 34 & 300 & 306 & 205 & 8 & 2 & 156 & 37 & 2 \\
\hline 198531 Jan . & 6,051 & 5,853 & 4,382 & 4,019 & 363 & 873 & 51 & 431 & 391 & 33 & 268 & 297 & 198 & 6 & 2 & 153 & 35 & 2 \\
\hline 28 Feb. & 6,035 & 5,834 & 4,388 & 4,081 & 307 & 850 & 56 & 439 & 355 & 27 & 252 & 317 & 201 & 12 & 2 & 151 & 34 & 2 \\
\hline 31 Mar. & 6,060 & 5,848 & 4,495. & 4,224 & 271 & 815 & 59 & 400 & 356 & 23 & 252 & 263 & 212 & 21 & 2 & 152 & 35 & 2 \\
\hline 30 Apr. & 6,072 & 5,855 & 4,491 & 4,207 & 284 & 857 & 63 & 411 & 383 & 22 & 254 & 231 & 217 & 25 & 2 & 154 & 34 & 2 \\
\hline 31 May & 6,093 & 5,873 & 4,51.4 & 4,190 & 324 & 837 & 51 & 422 & 364 & 23 & 255 & 244 & 220 & 25 & 2 & 156 & 35 & 2 \\
\hline 30 Jun. & 6,068 & 5,885 & 4,492 & 4;192 & 300 & 882 & 67 & 416 & 399 & 21 & 253 & 237 & 183 & 35 & 3 & 107 & 36 & 2 \\
\hline 31 Jul. & 6,078 & 5,890 & 4,500 & 4,222 & 278 & 884 & 76 & 417 & 391 & 16 & 253 & 237 & 188 & 41 & 3 & 106 & 36 & 2 \\
\hline 31 Aug. & 6,090 & 5,904 & 4,516 & 4,190 & 326 & 882 & 62 & 432 & 388 & 19 & 256 & 231 & 186 & 44 & 2 & 105 & 33 & 2 \\
\hline 30 Sep . & 6,113 & 5,910 & 4,462 & 4,089 & 373 & 954 & 69 & 452 & 433 & 19 & 258 & 217 & 203 & 56 & 2 & 109 & 34 & 2 \\
\hline 31 Oct. & 6,142 & 5,927 & 4,462 & 4,114 & 348 & 979 & 64 & 441 & 474 & 31 & 260 & 1.95 & 215 & 63 & 2 & 112 & 37 & 1 \\
\hline 30 Nov. & 6,172 & 5,955 & 4,374 & 3,975 & 399 & 988 & 66 & 430 & 492 & 41 & 263 & 289 & 217 & 65 & 2 & 112 & 37 & 1 \\
\hline 31 Dec . & 6,190 & 5,958 & 4,614 & 4,197 & 417 & 793 & 46 & 390 & 357 & 37 & 267 & 247 & 232 & 85 & 2 & 106 & 38 & 1 \\
\hline 198631 Jan . & 6,201 & 5,954 & 4,603 & 4,241 & 362 & 842 & 39 & 411 & 392 & 25 & 270 & 214 & 247 & 97 & 2 & 108 & 39 & 1 \\
\hline 28 Feb. & 6,209 & 5,952 & 4,530 & 4,176 & 354 & 909 & 46 & 419 & 444 & 22 & 276 & 215 & 257 & 104 & 2 & 109 & 41 & 1 \\
\hline 31 Mar. & 6,222 & 5,965 & 4,585 & 4,275 & 310 & 857 & 43 & 415 & 399 & 26 & 282 & 215 & 257 & 105 & 2 & 108 & 41 & 1 \\
\hline 30 Apr. & 6,223 & 5,961 & 4,524 & 4,182 & 342 & 893 & 43 & 413 & 437 & 22 & 312 & 210 & 262 & 113 & 2 & 108 & 38 & 1 \\
\hline 31. May & 6,236 & 5,969 & 4,493 & 4,150 & 343 & 912 & 39 & 436 & 437 & 16 & 320 & 228 & 267 & 115 & 2 & 107 & 42 & 1 \\
\hline 30 Jun. & 6,250 & 5,977 & 4,520 & 4,193 & 327 & 889 & 41 & 422 & 426 & 20 & 334 & 214 & 273 & 120 & 2 & 106 & 44 & 1 \\
\hline 31 Jul. & 6,257 & 5,991 & 4,518 & 4,149 & 369 & 900 & 39 & 433 & 428 & 22 & 344 & 207 & 266 & 115 & 2 & 106 & 42 & 1 \\
\hline 31 Aug. & 6,267 & 5,999 & 4,550 & 4,212 & 338 & 863 & 33 & 436 & 394 & 19 & 354 & 213 & 268 & 114 & 2 & 107 & 44 & 1 \\
\hline 30 Sep . & 6,280 & 6,006 & 4,474 & 4,017 & 457 & 915 & 60 & 441 & 414 & 20 & 380 & 217 & 274 & 115 & 2 & 111 & 45 & 1 \\
\hline 31 Oct. & 6,271 & 5,997 & 4,451 & 4,075 & 376 & 916 & 47 & 448 & 421 & 17 & 388 & 225 & 274 & 116 & 2 & 111 & 44 & 1 \\
\hline 30 Nov. & 6,276 & 5,997 & 4,436 & 3,982 & 454 & 957 & 54 & 452 & 451 & 23 & 388 & 193 & 279 & 11.7 & 2 & 113 & 46 & 1 \\
\hline 31 Dec . & 6,293 & 6,015 & 4,526 & 4,065 & 461 & 848 & 42 & 444 & 362 & 21 & 406 & 214 & 278 & 121 & 2 & 109 & 45 & 1 \\
\hline 198731 Jan. & 6,313 & 6,030 & 4,420 & 4,075 & 345 & 925 & 38 & 447 & 440 & 40 & 412 & 233 & 283 & 122 & 2 & 112 & 46 & \\
\hline 28 Feb . & 6,322 & 6,034 & 4,347 & 4,000 & 347 & 964 & 42 & 464 & 458 & 24 & 418 & 281 & 288 & 120 & 2 & 116 & 49 & 1 \\
\hline 31 Mar. & 6,338 & 6,042 & 4,343 & 4,016 & 327 & 989 & 51 & 472 & 466 & 28 & 428 & 254 & 296 & 125 & 2 & 117 & 51 & 1 \\
\hline
\end{tabular}

\section*{(U) PROGRAM OPERATING ALLOWANCES}

PROJECTED FOR END FY 1987
31 MARCH 1987
TABLE 3

(U) PROGRAM OPERATING ALLOWANCES
atlantic Fleft
PROIECTED FOR END FY 1987
31 MARCH 1987
TABLE 3A


PROJECTED FOR END FY 1987

(U) PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


\section*{(U) PROGRAM AND NON-PROGRAM AIRCRAFT}

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987

(U) PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987

(U) PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


\title{
(U) PROGRAM AND NON-PROGRAM AIRCRAFT
}

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


\title{
(U) PROGRAM AND NON-PROGRAM AIRCRAFT
}

BY COMmAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


\title{
(U) PROGRAM AND NON-PROGRAM AIRCRAFT
}

BY COMMAMD CLASS AHD MODEL
TABLE 4

(U) PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987

(U) PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


\title{
Dunern \\ (U) PROGRAM AND NON-PROGRAM AIRCRAFT
}

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


BY COMMAND, CLASS AND MODEL
TABLE 4

(U) PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


\title{
(U) PROGRAM AND NON-PROGRAM AIRCRAFT
}

BY COMMAND, CLASS AND MODEL
TABLE 4
31 MARCH 1987


\section*{(U) PROGRAM AND NON-PROGRAM AIRCRAFT}

BY COMMAND, CLASS AND MODEL
TABLE 4


BY COMMAND, CLASS AND MODEL
TABLE 4

(U) DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL

31 MARCH 1987
TABLE 5
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[b]{3}{*}{Cumss, surcusss a modx.} & \multirow[b]{3}{*}{rorns} & \multicolumn{6}{|c|}{procmin mont apceur} & \multicolumn{3}{|l|}{} \\
\hline & & \multicolumn{2}{|l|}{NuTg pec or strixe} & \multirow[b]{2}{*}{} & \multirow[b]{2}{*}{animame} & \multirow[b]{2}{*}{Lomme} & \multirow[b]{2}{*}{stonsd, sic:} & \multirow[b]{2}{*}{} & \multirow[t]{2}{*}{-} & \multirow[b]{2}{*}{-mans} \\
\hline & & car 1, 2 & car 3. 4 & & & & & & & \\
\hline & & & & comat & Wente & & & & & \\
\hline  & i & & &  & Hewe & i & & & & \\
\hline  & \(\stackrel{2}{4}\) & & & & 2 & 4 & & & & \\
\hline  & 1 & & & & ; & & & & & \\
\hline  & 5
1
. & & & & & \(i\) & & & & \\
\hline  & \(\stackrel{5}{4}\) & 4 & \(\stackrel{1}{4}\) & & & & & & & \\
\hline  & i & & 1 & & & & & & & \\
\hline  & 2
2
4 & & \({ }_{2}^{2}\) & & 2 & & & & & \\
\hline  & \({ }_{8}^{8}\) & & \(?\) & & & \(\frac{1}{1}\) & & & & \\
\hline  & \(\frac{2}{2}\) & & & & \({ }_{2}^{2}\) & & & & & \\
\hline  & \(i\) & & & & & \(i\) & & & & \\
\hline  & 1 & & \(i\) & & & & & & & \\
\hline  & 1 & & & & \(i\) & & & & & \\
\hline  & 2
2
4 & & 4 & & & & & & & \\
\hline  & \(2_{2}^{2}\) & & \(\stackrel{2}{2}\) & & & & & & & \\
\hline  & \(\stackrel{\square}{4}\) & & 4 & & & & & & & \\
\hline  & \(\frac{2}{2}\) & & & & \({ }_{2}^{2}\) & & & & & \\
\hline  & \(i\) & 1 & & & & & & & & \\
\hline  & \({ }_{2}^{2}\) & & & & & & \({ }_{2}^{2}\) & & & ; \\
\hline  & \(i\) & & & & & 1 & & & & \\
\hline
\end{tabular}

\title{
(U) DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL
}

31 MARCH 1987

\section*{TABLE 5}


TABLE S


\title{
(U) DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL
}

31 MARCH 1987
TABLE 5


\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND MON - PROGRAM AIRCRAFT}

TABLE 6
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 6


\title{
(U) INVENTORY AND OPERATING ALLOWANCES
}

\section*{PROGRAM AND NON - PROGRAM AIRCRAFT}

TABLE 6


TABLE 6
31. MARCH 1987


\title{
(U) INVETTORY AND OPERATING ALIOWANCES \\ pROGRAM AMD MOM - PROGRAM AIRCRAFT
}

TABLE 6
31 MARCH 1987


\title{
(U) INVETORY AND OPERATING ALLOWANGS \\ program and mon - program airceaft
}

TABLE 6
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 6
31 MARCH 1987


44
(U) INVENTORY AND OPERATING ALLOWANCES
program and non - program aircraft
TABLE 6

(U) INVENTORY AND OPERATING ALLOWANGS

\section*{pROGRAM AND MOM - PROGRAM AIRCRAFT}

TABLE 6
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND MOH - PROGRAM AIRCRAFT}

TABLE 6
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ program and nol - program aircraft}


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 6


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND MON - PROGRAM AIRCRAFT
}

TABLE 6
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANGS \\ program and mon - program aircraft
}

TABLE 6
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 6
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline LANT & & & & & & & Nwemrook & & & \\
\hline & prascrap & Oor enm \(P Y\) & 1987 & & & & munber of & A/C in wni & Ir cusfoor & yy starus \\
\hline unir nme & Sustins & \(\underset{\substack{\text { Primary } \\ \text { USE }}}{ }\) &  & Assontind & \({ }_{\text {Sta }}^{\text {Staus }}\) &  & \[
\begin{array}{|c|c|c|c|c|c|c|}
\substack{\text { Ophtuc } \\
\text { STruvs }}
\end{array}
\] & Amitac & prpeline & отнев \\
\hline ncas 8 & & & & & &  & & & & \\
\hline & \({ }_{\text {vus }}\) & \({ }^{\text {as }}\) & \({ }_{3}^{2}\) & vc-128 & \({ }^{180}\) & eseurort & 2 & & & \\
\hline torat & as meaurort & & 5 & нH-46A & no & efunfort & \({ }_{5}^{3}\) & & & \\
\hline mcas(th) & Riveer wus & \({ }^{8}\) & 2 & Uc-128 & 180 & NEw ryer & & & & \\
\hline Torat, & S(t) New & & 2 & UC-128 & \({ }^{180}\) & NEW RYver
ounitico & \(\frac{2}{2}\) & & & \\
\hline & & & \({ }^{6}\) &  & cisio & ountico & 5 & & 1 & \\
\hline & & " & - &  & \({ }_{8}^{208}\) & Chera poome & 。 & & , & \\
\hline & н & \({ }^{17}\) & 2 & un-1n & 470 & ounarico & 2 & & & \\
\hline Tornt &  & & \({ }_{28}^{12}\) & & & & \({ }^{13}\) & & 2 & \\
\hline & & & &  & amo & aik & : & & & \\
\hline Torat & x \({ }_{6}\) exec flo & & & & & ounnitico & 14 & & \(3_{3}^{3}\) & \\
\hline \({ }_{\text {Tor }}^{0 \times 1}\) &  & a" & s & & & ptxat river & & & & \\
\hline & vat & as & 2 & \(\underbrace{\text { a }}_{\substack{\text { Rep-30 } \\ \text { Re-3. }}}\) & \({ }_{4}^{4} 50\) &  & ; & & & \\
\hline & vos & \({ }^{18}\) & 2 &  & \({ }_{0}^{40} 0\) &  & ' & & 1 & \\
\hline \({ }^{\text {ropthe }}\) &  & & & & & ptxat river & 3 & & ; & \\
\hline & & & & \(\underbrace{}_{\substack{\text { Re-30 } \\ s-34}}\) &  &  & \(!\) & & & \\
\hline  & Nix 8 shane & & & & & & & & & \\
\hline & vus & \({ }^{18}\) & , & up-3A & A80 & bearuon & 1 & & & \\
\hline & soenvos & & 3 & un-10 & мо & serrvos & \(\frac{2}{3}\) & & & \\
\hline Mavsta & vik vus & \({ }^{8}\) & , & & & keftavik & & & & \\
\hline Trat \({ }_{\text {chassta }}\) &  & & , & & 180 & \({ }_{\text {Reflavik }}^{\text {roseucir po }}\) & i & & & \\
\hline & vus & \({ }^{8}\) & 2 & Uc-128 & \({ }^{188}\) & Roosselit po & , & & & \\
\hline Toral & Sta mossut & & 2 & & &  & , & & ; & \\
\hline & vos & \({ }^{18}\) & 2 & vc-128 & A80 & \({ }_{\text {Rota }}\) & 1 & & & \\
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\hline мar wib & vos & & 3 & & & \({ }^{\text {mL oennat }}\) & & & & \\
\hline Torat sio &  & & 3 & uc-129 & 180 & MLIOENALL & \({ }_{3}^{3}\) & & & \\
\hline & ver & \({ }^{18}\) & & ve-3s & ano & stowella & 1 & & & \\
\hline & vus & \({ }^{8}\) & \({ }^{3}\) & ¢C-123 & 180 & sfocmelua & \({ }_{3}^{2}\) & & & \\
\hline Totehoua &  & & ‘ & & & вннени & 3 & & & \\
\hline  & Aspuntess & & , & & & & & & & \\
\hline Torat orm & "suenems зanian & & & \(4 c^{12}\) & & & ; & & & \\
\hline & vus & \({ }^{88}\) & 2 & uc-128 & \({ }_{180}\) & Gimo bar & 2 & & & \\
\hline & & & & untin & &  & & & & \\
\hline rotat \(_{\text {Trat }}\) & Stroo sar & & \(169{ }^{2}\) & & & & 1228 & \({ }^{78}\) & 283 & 75 \\
\hline
\end{tabular}

\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ program and mon - program aircraft}

TABLE 7


\section*{(U) INVENTORY AND OPERATING ALLOWANGS \\ PROGRAM AND HON - PROGRAM AIRCRAFT}

TABLE 7
31 MARCH 1987

(U) INVENTORY AND OPERATING ALLOWANGES program and non - program alrcraft

TABLE 7
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 7
31 MARCH 1987

(U) INVENTORY AND OPERATING ALLOWANGS

PROGRAM AND MON - PROGRAM AIRCRAFT
table 7
31. MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANGES \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 7
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND MON - PROGRAM AIRCRAFT
}

TABLE 7
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANCES}

PROGRAM AMD NON - PROGRAM AIRCRAFT
TABLE 7


\title{
(U)INVENTORY AND OPERATING ALIOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 7
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANGS \\ program and mol - program aircraft}

TABLE 7
31 MARCH 1987

(U) INVENTORY AND OPERATING ALLOWANCES

PROGRAM AND NON - PROGRAM AIRCRAFT
TABLE 7


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ program and mon - program aircraft
}

TABLE 7
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT}


\section*{(U) INVENTORY AND OPERATING ALLOWANCES}

PROGRAM AND NON - PROGRAM AIRCRAFT

(U)|INVENTORY AND OPERATING ALLOWANGS
program and mon - program arrcraft
TABLE 7
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AMD MON - PROGRAM AIRCRAFT
}

TABLE 7
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT}


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ program and non - program aircraft
}

TABLE 8,
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND MON - PROGRAM AIRCRAFT
}

TABLE 8
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATNG ALLOWANCES}

PROGRAM AND MON - PROGRAM AIRCRAFT
table 8 CONFIDENTIAL
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND MON - PROGRAM AIRCRAFT}

TABLE 8
31 MARCH 1987

(U) INVENTORY AND OPERATING ALLOWANCES
program amd mon - program aircraft
TABLE 8
31 MARCH 1987

(U) INVENTORY AND OPERATING ALLOWANCES

PROGRAM AND NON - PROGRAM AIRCRAFT
TABLE 8
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANGES \\ PROGRAM AND MOH - PROGRAM AIRCRAFT
}

TABLE 8
31 MARCH 1987



\title{
(U) INVENTORY AND OPERATING ALLOWANGS \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 8
31 MARCH 1987


\title{
(U) IINENTORY AND OPERATING ALLOWANCES \\ pROGRAM AND MON - PROGRAM AIRCRAFT
}

TABLE 8
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANGS PROGRAM AND MON - PROGRAM AIRCRAFT
}

TABLE 8
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT}

TABLE 8
3. MARCH 1987


\section*{(U) INNENTORY AND OPERATING ALLOWANCES \\ PROGRAM AMD MON - PROGRAM AIRCRAFT}

TABLE 8
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANGS \\ program and mon - program alrcraft
}

TABLE 8
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT}

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\section*{(U) INVENTORY AND OPERATING ALLOWANGES \\ PROGRAM AMD MON - PROGRAM AIRCRAFT}

TABLE 8
31 MARCH 1987


\section*{(U) INVENTORY AND OPERATING ALLOWANGS \\ PROGRAM AND MOH - PROGRAM AIRCRAFT}

TABLE 8
31 MARCH 1987


\title{
(U) INVENTORY AND OPERATING ALLOWANCES \\ PROGRAM AND NON - PROGRAM AIRCRAFT
}

TABLE 8

(U) DRONE AIRCRAFT BY STATUS AND COMMAND

31 MARCH 1987
TABLE 9
- onnutw
\begin{tabular}{|c|c|c|c|c|c|c|c|c|c|c|}
\hline \multirow[b]{2}{*}{COMMAND} & \multirow[b]{2}{*}{MODEL} & \multirow[b]{2}{*}{TOTAL INVENTORY} & \multicolumn{3}{|c|}{OPERATING} & \multirow[b]{2}{*}{\[
\begin{array}{|c}
\text { ACPIVE } \\
\text { LOG ISTIC } \\
\text { SUPPORT } \\
\hline
\end{array}
\]} & \multirow[b]{2}{*}{\[
\begin{array}{|c}
\text { IN } \\
\text { PROCESS } \\
\text { FIRST } \\
\text { DELIVERY } \\
\hline
\end{array}
\]} & \multirow[b]{2}{*}{STORED} & \multirow[b]{2}{*}{\begin{tabular}{c} 
\\
\\
IN \\
PROCESS \\
OF \\
STRIKE \\
\hline
\end{tabular}} & \multirow[b]{2}{*}{\[
\begin{gathered}
\text { ALL } \\
\text { OTHER }
\end{gathered}
\]} \\
\hline & & & total & OPERATING
STATUS & \[
\begin{aligned}
& \text { AWAITING } \\
& \text { OPERATING } \\
& \hline
\end{aligned}
\] & & & & & \\
\hline \multirow[t]{5}{*}{NASC A/C CUST} & \multirow[b]{5}{*}{\[
\begin{aligned}
& Q F-86 \mathrm{~F} \\
& \mathrm{QF-86H} \\
& Q \mathrm{~F}-4 \mathrm{~B} \\
& \mathrm{QF}-4 \mathrm{~J} \\
& \mathrm{QF}-4 \mathrm{~N} \\
& \mathrm{QT}-38 \mathrm{~A}
\end{aligned}
\]} & & & \%, & \%ay & & & & & \\
\hline & & 18 & & 14 & 4 & & & & & \\
\hline & & 2 & & & & & & & & \\
\hline & & 2 & & & & & & 2 & & \\
\hline & & 8
1 & & 1 & 1 & 1 & & & & \\
\hline \multicolumn{2}{|c|}{total} & 32 & & 22 & 6 & 1 & & 3 & & \\
\hline \multicolumn{2}{|l|}{NASC FS} & & & & & & & & & \\
\hline \multicolumn{2}{|r|}{\multirow[t]{2}{*}{\[
{ }_{\text {TOTAL }} \quad \begin{aligned}
& \mathrm{QF-86F} \\
& \mathrm{QF-4N}
\end{aligned}
\]}} & \[
\begin{array}{r}
12 \\
5
\end{array}
\] & & & 2 & 5 & & 5
1 & & \\
\hline & & 17 & & & 2 & 9 & & 6 & & \\
\hline \multicolumn{2}{|l|}{GRAND TOTAL} & 49 & & 22 & 8 & 10 & & 9 & & \\
\hline
\end{tabular}

\section*{(U) AIRCRAFT ON LOAN TO NaYY}

TABLE 10

(U) LOCATION OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNIT

TOTAL PROGRAM AND NON.PROGRAM ARCRAFI

TABLE 11
31 MARCH 1987


\section*{(U) LOCATION OF AIRCRAFI INVENTORY BY ORGANIZATIONAL UNIT}
total program and non-program alrcraft

(U) LOCATION OF AIRCRAFT INVENTORY BY ORGANZATIONAL UNIT
total program and won-program aircraft

(U) LOCATION OF AIRCRAFT INVENTORY bY ORGANIZATIONAL UNIT

TOTAL PROGRAM AND NON-PROGRAM AIRCRAFT

\(\square \longrightarrow\)
(U) LOCATION OF AIRCRAFT INVENTORY BY ORGANZATIONAL UNIT
total program and non-program aircraft


\section*{(U) LOCATION OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNITT}
jotal program and non-program alrcrait

(U) Location of aircraft inventork by organizational unit
total program and non.program aircrafl


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