GNLY COPY
DO NGT REMOVE
FROM 0P. 515

# ALLOW ANCES AND LOCATION OF NAVAL AIRCRAFT (U) 

OPNAV NOTICE C3110
30 SEPTEMBER 1979
TABLE
TOTAL A/C INVENTORY BY MAJOR STATUS CATEGORIES ..... 1
PROGRAM \& NON-PROGRAM A/C STATUS DISTRIBUTION ..... 2
PROGRAM OPERATING ALLOWANCES:
ALL COMMANDS ..... 3
ATLANTIC FLEET ..... 3A
PACIFIC FLEET ..... 3B
PROGRAM \& NON-PROGRAM A/C BY COMMAND, CLASS \& MODEL ..... 4
DISTRIBUTION OF NON-PROGRAM A/C BY MODEL ..... 5
INVENTORY \& OPERATING ALLOWANCES:
PROGRAM \& NON-PROGRAM A/C - ATLANTIC FLEET ..... 6
PROGRAM \& NON-PROGRAM A/C - PACIFIC FLEET. ..... 7
PROGRAM \& NON-PROGRAM A/C - CNAVRES, NATRA, NASC AIRCRAFT CUSTODIAN, NASC STF, NASC FS ..... 8
DRONE A/C BY STATUS \& COMMAND ..... 9
A/C ON LOAN TO NAVY ..... 10
LOCATION OF A/C INVENTORY BY ORGANIZATIONAL UNIT ..... 11

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

```
LOCATOR CROSS-REFERENCE SHEET DFNASSIFIE OPNAVNOTE C3110
SUBJECT: Allowance and Location of Naval Aircraft for 30 September 1979
```

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

## DECLASSIEED

DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
WASHINGTON, DC 20350
Canc frp: Dec 80
OPNAVNOTE C3110
Ser 508/C744971
28 February 1980

## (Unclassified upon removal of enclosure) <br> OPNAV NOTICE C3110

Subj: Allowance and location of naval aircraft (U)
Ref: (a) OPNAVINST C3IIO.1B of 2 May 73, U.S. Naval Aircraft Program
(b) OPNAVINST 5442.2D of 31 Aug 73, Aircraft Inventory Reporting System
(c) OPNAVINST C5513.2A of 19 Mar 79

Encl: (l) Allowance and Location of Naval Aircraft

1. Purpose. To promulgate unit operating aircraft allowances for FY 80 and actual on-hand aircraft inventories as of 30 September 1979.

## 2. General Instructions

a. Enclosure (1) establishes unit operating allowances of the naval aircraft program within each major operating command, projected for end FY80. 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.
d. Designation of aircraft listed herein 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.
3. Distribution. Each addressee is requested to review his need for this publication and inform the Chief of Naval Operations (Op-508) if subsequent editions are not desired. Requests for additional copies or addition to the distribution list must be justified on an individual basis.
4. Classification. Users of this publication should refer to reference (c) to ascertain the proper classification of extracted information.

# DECLASSIFIED 

## CONTEIDRNETS

OPNAVNOTE C3110
28 February 1980
5. Cancellation Contingency. This notice is canceled upon receipt of the superseding issue, and may be destroyed by burning.


Distribution:

(Contents of this page UNCLASSIFIED)

## .UNCLASSIFIED

```
Distribution: (Continued)
```

```
SNDL FF38 (Naval Academy) (1)
```

SNDL FF38 (Naval Academy) (1)
FF44 (Naval War College) (Code 22 (l))
FF44 (Naval War College) (Code 22 (l))
FH18 (Naval Aerospace Medical Institute) (1)
FH18 (Naval Aerospace Medical Institute) (1)
FJ89 (Manpower and Material Analysis Center) (NAVMMACLANT (Code
FJ89 (Manpower and Material Analysis Center) (NAVMMACLANT (Code
743) (1), NAVMMACPAC (2))
743) (1), NAVMMACPAC (2))
FKAlA (Naval Air Systems Command HQ) (24)
FKAlA (Naval Air Systems Command HQ) (24)
FKA6AI (Naval Air Development Center) (4)
FKA6AI (Naval Air Development Center) (4)
FKA6A2 (Naval Weapons Center) (l)
FKA6A2 (Naval Weapons Center) (l)
FKMl2 (Naval Petroleum Office) (1)
FKMl2 (Naval Petroleum Office) (1)
FKM15 (Aviation Supply Office) (ASO (8), only)
FKM15 (Aviation Supply Office) (ASO (8), only)
FKP3A (Naval Plant Representative Office NAVSEASYSCOM) (Laurel (1)
FKP3A (Naval Plant Representative Office NAVSEASYSCOM) (Laurel (1)
and Pomona (1), only)
and Pomona (1), only)
FKPlJ (Ordnance Station) (Indian Head (Code 515l) (1), only)
FKPlJ (Ordnance Station) (Indian Head (Code 515l) (1), only)
FKP5A (Naval Sea Support Center) (NAVSEACENPAC (Code 300) (1), only)
FKP5A (Naval Sea Support Center) (NAVSEACENPAC (Code 300) (1), only)
FKP7 (Shipyard) (Puget (l), only)
FKP7 (Shipyard) (Puget (l), only)
FKRIB (Naval Air Rework Facility) (Norfolk (1), Alameda (2),
FKRIB (Naval Air Rework Facility) (Norfolk (1), Alameda (2),
Pensacola (2), and North Island (F-4 WSM Code 05) (1), only)
Pensacola (2), and North Island (F-4 WSM Code 05) (1), only)
FKR2A (Naval Plant Representative Office NAVAIRSYSCOM) (COLUMBUS,
FKR2A (Naval Plant Representative Office NAVAIRSYSCOM) (COLUMBUS,
(1), only)
(1), only)
FKR2B (Weapons Engineering Support Activity) (Codes ESA-19 (2) and
FKR2B (Weapons Engineering Support Activity) (Codes ESA-19 (2) and
ESA-11E (1).)
ESA-11E (1).)
FKR3A (Naval Air Engineering Center) (Code 92Al2 (2))
FKR3A (Naval Air Engineering Center) (Code 92Al2 (2))
FKR3C (Naval Air Test Center) (2)
FKR3C (Naval Air Test Center) (2)
FKR5 (Avionics Center) (l)
FKR5 (Avionics Center) (l)
FKR7E (Naval Aviation Logistics Center) (2)
FKR7E (Naval Aviation Logistics Center) (2)
FRl (Chief of Naval Reserve) (1)
FRl (Chief of Naval Reserve) (1)
FR4 (Air Facility CNAVRES) (Washington (1), only)
FR4 (Air Facility CNAVRES) (Washington (1), only)
FT2 (Chief of Naval Air Training) (l)
FT2 (Chief of Naval Air Training) (l)
FT6 (Naval Air Station CNET) (Memphis (1), only)
FT6 (Naval Air Station CNET) (Memphis (1), only)
FT78 (Naval Education and Training Program Development Center) (l)
FT78 (Naval Education and Training Program Development Center) (l)
V3 (MARCOR Air Bases Commanders) (COMCABWEST (Code AD) (I), only)
V3 (MARCOR Air Bases Commanders) (COMCABWEST (Code AD) (I), only)
V5 (Marine Corps Air Stations) (Beaufort (Code l7) (1), and Yuma
V5 (Marine Corps Air Stations) (Beaufort (Code l7) (1), and Yuma
(l), only)
(l), only)
Navy Deputy Director, Electromagnetic Compatibility Analysis Center,
Navy Deputy Director, Electromagnetic Compatibility Analysis Center,
Annapolis, MD 21402 (1)
Annapolis, MD 21402 (1)
Defense Mapping Agency, Aerospace Center, (ATTN: DMAAC/ADLD), St. Louis Air
Defense Mapping Agency, Aerospace Center, (ATTN: DMAAC/ADLD), St. Louis Air
Force Station, MO 63125 (1)
Force Station, MO 63125 (1)
Naval Electronic Systems Command Technical Liaison Representative, }95\mathrm{ Canal
Naval Electronic Systems Command Technical Liaison Representative, }95\mathrm{ Canal
Street, Nashua, New Hampshire 03060 (1)
Street, Nashua, New Hampshire 03060 (1)
Department of the Navy, Office of the Navy Representative, Federal Aviation
Department of the Navy, Office of the Navy Representative, Federal Aviation
Administration, Western/Northwest/Rocky Mountain and Alaskan Regions,
Administration, Western/Northwest/Rocky Mountain and Alaskan Regions,
P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009 (1)
P.O. Box 92007, Worldway Postal Center, Los Angeles, CA 90009 (1)
Defense Mapping Agency, Depot Hawaii, Hickam AFB, Hawaii 96853 (l)
Defense Mapping Agency, Depot Hawaii, Hickam AFB, Hawaii 96853 (l)
OP's 09BH, 09Bl5C (6), 090X, 901F, 902, 906, 96D, 962Y, 944, 981E, 982E,
OP's 09BH, 09Bl5C (6), 090X, 901F, 902, 906, 96D, 962Y, 944, 981E, 982E,
008, lllC, 03EG (2), 05, 05D2, 05F, 506, 508, 508D (25), 5l, 51C, 5ll
008, lllC, 03EG (2), 05, 05D2, 05F, 506, 508, 508D (25), 5l, 51C, 5ll
(28), 514, 52 (4), 55, 592C, 64, and 643.

```
    (28), 514, 52 (4), 55, 592C, 64, and 643.
```

STATUS CODES FOR USE WIIH OPERATIRG ARCRAFI

| ASSIGNED PRIMARY USE | IN OPERATING STATUS $1 /$ | AWAITING OPERATING IN OPERATING COMMAND CUSTODY 1/2/3/ |
| :---: | :---: | :---: |
| COMBAT | Alø | B1- |
| COMBAT SUPPORT | A2ø | B2- |
| STUDENT PILOT/NFO/CREW TRAINING | A39 | B3- |
| RESERVE TRNG/POST STUDENT TRNG | A49 | B4- |
| SPECIAL PROJECTS | A5¢ | B5- |
| PROFICIENCY FLYING PROGRAM | A6ø | B6- |
| WEAPONS SYSTEM EVALUATION | A 7 ¢ | B7- |
| UTILIty | A8ø | B8- |
| MAAG, MISSION, ATTACHE | Анø | BH- |
| TEST AIRCRAFT, NAVY OPERATED | AJø | BJ- |
| TEST SUPPORT A/C, NAVY OPERATED | AKø | BK- |
| SEARCH AND RESCUE | ALD | BL- |
| EXECUTIVE TRANSPORT | AMD | BM- |

1/ NAVAIRSYSCOM FS reporting custodians shall never report aircraft as in status codes A-- or Blthrough B8- and BH- through BM-. Aircraft in upkeep (as opposed to rework) shall be retained in Operating/Awaiting Operating Status.
2) Aircraft will not be assigned status codes Bl-through B8- or BH- through BM- if rework is required prior to further use.

3/ Select and report third character to best describe aircraft situation:
( $-\mathrm{A} / \mathrm{C}$ RFI (or expected RFI within 48 hours) and Not in Transit.
1 - A/C Not RFI, Not In transit.
K - A/C Enroute Between Operating units by Flight.
L - A/C Enroute Between Operating units by Airlift.
M - A/C Enroute Between Operating units by Surface Transport.
operationally reouired luactive arrcraft [NOK haing] y

| CONDITION OF AIRCRAFT | FLYABLE 2/ | NON-FLYABLE 2/ |
| :---: | :---: | :---: |
| STANDARD REWORK REQUIRED |  |  |
| UNDAMAGED AIRCRAFT <br> CLASS B DAMAGE <br> CLASS C OR D DAMAGE | $\begin{aligned} & \mathrm{K} 1- \\ & \mathrm{K} 2- \\ & \mathrm{K} 3- \end{aligned}$ | $\begin{aligned} & \text { KA- } \\ & \text { KB- } \\ & \text { KC- } \end{aligned}$ |
| UNDAMAGED AIRCRAFT CLASS $C$ OR D DAMAGE | K4- $\mathrm{K} 5-$ | KD- KE- |
| REWORK NOT REQUIRED | R6- | 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. fircraft awaiting rework prior to transit or at the rework site (Status Codes E-A; H-A; E-1; or H-I) in excess of 7 calendar days will be placed in the appropriate $\mathrm{K}-\mathrm{C}$ 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 - Insufficient Personnel
E - Insufficient 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 cooes for use with pipeline arremat |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | AWAITING REWORK PRIOR TRANSIT $1 /$ |  | ENROUTE TO REWORK $2 /$ |  | AWAITING REWORK At Site of ASSIGNED REWORK ACTIVITY |  | UNDERGOING REWORK | REWORK PROCESS COMPLETED AWTG. OPERATING IN NAVAIRSYSCOM FS | ENROUTE TO OPERATING FROMREWORK |  |  |
| REWORK PROCESS | Flyable | $\stackrel{\text { NOT }}{\text { FLYABLE }}$ | BY FLIGHT OR AIRLIFT | By SURFACE TRANSPORT | FLYABLE | $\stackrel{\text { NOT }}{\text { FLYABLE }}$ | IN PROCESS |  | $\begin{gathered} \text { BY } \\ \text { FLIGHT } \end{gathered}$ | $\begin{gathered} \mathrm{BY} \\ \text { AIRLIFT } \end{gathered}$ | SURFACE tRANSPORT |
| STANDARD REWORK |  |  |  |  |  |  |  | AIRCRAFT RFI | Clø | C20 | c90 |
| SDLM | E1A | EAA | Fl- | FA- | E11 | EAl | D10 | ASSGN. AWTG. |  |  |  |
| SDLM/MODIFICATION | E2A | EBA | F2- | FB- | E21 | EB1 | D2ø | FERRY OR |  |  |  |
| SDLM/CRASH DAMAGE | E3A | ECA | F3- | FC- | E31 | EC1 | D36 | SHIPMENT: BY1 |  |  |  |
| SDLM/CONVERSION | E4A | EDA | F4- | FD- | E41 | ED1 | D4 $¢$ | UNASSIGNED: BY2 |  |  |  |
| AIR WORTHINESS INSPECTION | E5A | EEA | F5- | FE- | E51 | EE1 |  | NOT RFI DUE: |  |  |  |
| SPECIAL REWORK |  |  |  |  |  |  |  | $\begin{array}{ll} \text { AIRBORNE } \\ \text { EQUIPMENT } & \text { BN® } \end{array}$ |  |  |  |
| CONVERSION | H1A | HAA | I1- | IA- | H11 | HAl | Glø | ARMAMENT ${ }^{\text {E }}$ BPD |  |  |  |
| REPAIR | H3A | HCA | $13-$ | IC- | H31 | HCl | G30 | ELECTRONICS BQD |  |  |  |
| MODERNIZATION | H4A | HDA | I4- | ID- | H41 | HD1 | G4\% | PHOTO EQUIF BRø |  |  |  |
| preservation | H6A | HFA | I6- | IF- | H61 | HF1 | G6ø | POWER PLANT BSø |  |  |  |

1/ Include aircraft awaiting rework by NAVAIRSYSCOM FS or contractor field teams with no transit involved.
2/ Select and report a third character to indicate status of movement:
$\varnothing$ - Movement Proceeding
N - Movement interrupted (48 hours or more)

## other siatus codis inok optrating/won plpelime

| Hegular acceptance |  | PROVISIONAL ACCE | ANCE |
| :---: | :---: | :---: | :---: |
| RFI |  | NOT RF1 DUE: |  |
| awaiting movenent | Bxp | AIRBORNE EQUIP. ARMAMENT | $\begin{aligned} & \text { VNA } \\ & \text { VPD } \end{aligned}$ |
| NOP RPI DUE: |  | ELECTRONICS Photo Equip. | VO® |
| AIRRORNE EQUIP. | BAg | POWER PLANT | vs $\beta$ |
| ARMAMENT | BBg | other | vFl |
| Electrronics | BCg |  |  |
| PHOTO EQUIP. POWER PLANT | BDE |  |  |
| POWER PLANT OTHER | BED Bep |  |  |


| Misceldaneous codes |  |  |  |
| :---: | :---: | :---: | :---: |
| IN BAILMENT |  | ON LOAN |  |
| FOR RDTEE PURPOSES |  | From ghe navy: |  |
| test aircraft | TJ¢ | NOT RDTSE | uxp |
| TEST SUPPORT | TKD | test alrcraft | usp |
| contract pending | TR® | TEST SUPPORT | UKя |
| NOT RDTEE | тT® | TO THE NAVY: |  |
|  |  | hot ritde <br> test atrcrafer <br> TEST SUPPORT | U59 069 079 |

$\infty$
calsissvibnn

| reserve/retention (stored) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| condition of aircragt |  | in storage |  |  |
|  |  | reserve | stock |  |
|  |  | flyable | $\underset{\substack{\text { NOT } \\ \text { FLYABLE }}}{ }$ | $\begin{gathered} \text { MOBILIZation } \\ \text { RESERVE } \end{gathered}$ |
| SERVICE LIFE HOT COMPLETE |  |  |  |  |
| Standard rework not req: |  |  |  |  |
| UNDAMAGED MIRCRAFT class c or d damage | 318 310 | ${ }_{\text {M18 }}^{\text {M28 }}$ | M68 | N1¢ |
| Stamdard remork reg: |  |  |  |  |
| undanaged | נ10 | м39 | 470 | N38 |
|  | 310 | $\overline{4} 4$ | M98 | - |
| class c or d damage | 318 | m4, | M9』 | N4\% |
| Bervice life completed | J29 | wag | wc. | พE¢ |


| retirement and strike |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | AWTG. DECISION to Strike |  | awaiting strike |  |  |  |  | $\begin{aligned} & \mathrm{S} \\ & \mathbf{T} \\ & \mathrm{R} \\ & \mathrm{I} \\ & \mathrm{C} \\ & \mathrm{~K} \\ & \mathrm{E} \\ & \mathrm{~N} \end{aligned}$ |
|  |  |  | NON MAP/EMS |  | FOR MAP/FMS |  |  |  |
| category | flyable | $\underset{\text { not }}{\text { FLYABLE }}$ | $\underset{\text { AbLE }}{\text { FLY- }}$ | NOT <br> FI.Y- <br> AbLE | REWK. NOT HEQ. | $\begin{aligned} & \text { IN } \\ & \text { AWTG. } \\ & \text { ENRT. } \\ & \text { REWK. } \end{aligned}$ | $\begin{aligned} & \text { NEW } \\ & \text { A/C } \\ & \text { FOR } \\ & \text { MAP/ } \\ & \text { FMS } \end{aligned}$ |  |
| $\begin{gathered} \text { Category } 1 \\ \text { danage } \end{gathered}$ | - | צдр | - | Y18 | - | - | - | 159 |
| $\begin{aligned} & \text { CATEGORY } 2 \\ & \text { DEPRECIATION } \end{aligned}$ | P20 | PBP | S20 | side | ноן | RDD | - | 250 |
| $\begin{aligned} & \text { CATEGORY } 3 \\ & \text { ADMINISTRATIVE } \end{aligned}$ | P30 | PC】 | 538 | $\mathrm{sc} \mu$ | Rop | robe | 090 | $3 \mathrm{~s} \\|$ |
| $\begin{aligned} & \text { CATEGORY } 4 \\ & \text { COHPLETED sERVICE } \\ & \text { H.IFE } \end{aligned}$ | P40 | PDg | S43 | SD8 | Røø | RDed | - | 4S® |

status code key to tables 4, 6, 7 , and 8
program ame mon-program alrcraft

TABLE 4
by command, class and model

|  | totalithvertory |  |  |  |  | 2068 | 9 AlR | \&AFT |  |  |  |  |  |  | $\begin{aligned} & \text { MON. } \\ & \text { PROGRAK } \\ & \text { TOTAL } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total <br> INVENTORY | Ac: Cl v |  |  |  |  |  |  |  | こnACtive |  |  |  |  |
|  |  |  | ORERATING |  |  | Ptpense |  |  |  |  | aigeraft in FIRST DEIIVERY |  | $\begin{aligned} & \text { STORED } \\ & \text { SLNE } \end{aligned}$ | $\begin{aligned} & \text { Crolvo } \\ & \text { ADMIM. } \end{aligned}$ |  |
|  |  |  | total | \|apseatmer | avattine OPERATDNC | rotal | huatiting a Evioute to operatime |  | IN/Al\|AITEKG: ExROLTE TO REHORK |  |  |  |  |  |  |
|  |  |  |  |  |  |  | $\begin{aligned} & \text { IN OR ROY } \\ & \text { TORRSIT } \end{aligned}$ | $\begin{gathered} \text { NOT } \\ \text { REAT } \\ \text { TRANSIT } \end{gathered}$ | STAndatis | Special | proviston. ALLY ACEEPTED | OTHER |  |  |  |
| colums ( 1 ) | (2) | (3) | (4) | (s) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) | (16) |
| colur coment | Stis 0: colvans | $\begin{aligned} & \text { SIM of } \\ & \text { colunens } \end{aligned}$ | STM OF colitans | $\begin{gathered} \text { ALLL } \\ \text { PROCRAM } \end{gathered}$ |  | Sum of collines | $\underset{\text { PROGRAM }}{\text { ALL }}$ | progray | PROCRAM | Proc 214 | Rrocrin | PRLI | PROLR | PRLL | Lli atrcraft |
|  | (3) | (4), | (3) | AIRCRAFT | atxckaft | (8), | aircraft | arrcmat | aircrat | Hircraft | alrchaft | ACFT | aikcraft | atrcraft | Exptintucital |
|  | (J) |  |  | Is | is |  | ${ }^{15}$ | IN | Is | IN | ${ }_{\text {in }}$ | 15 | Ix | ${ }^{2}$ | contioliration |
|  | and | (7), | end | "A-9" | srates | (9), | 5Tates | status | Status | stazes | status | status | statis | states | ? 7 Lis Any |
|  |  |  |  | states | cones: | (10) | codss: | copss: | CODES: | CODES | coses: | COdes: | codss: | conss: | aircraty is |
|  | (16) | (32), | (b) |  | E1- | (10), | 3 YI | EN4 | D.. | c.- | v.. | Ex | 31 | 5.. | STATES |
|  |  | (13), |  |  | 82. | and |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | 13. |  | Eyz | 8P9 | E-- | H.- |  | 3as | H-- |  | J29 |
|  |  | (14), |  |  | 34. | (11) |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | 25. |  | C10 | B9\% | F-- | 1-* |  | 830 | N-- |  | :- |
|  |  | and |  |  | ${ }_{87}^{86}$ |  | c20 | 8R8 |  |  |  | BC* |  |  | H.- |
|  |  | (13) |  |  | 38 - |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  | ${ }_{3}^{\text {enj- }}$ |  |  | 859 |  |  |  | SDO |  |  | Y-- |
|  |  |  |  |  | 3x. |  |  |  |  |  |  | sed |  |  | P.. |
|  |  |  |  |  | ${ }_{3}^{31}$ |  |  |  |  |  |  | BF\% |  |  | S.- |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 8.- |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

thyertory akd operatigg hllowaxces
LABLES 6,1 and 8
progral akd hon-prograh arcraft


DECLASSIFIED
NAYAL AIRCRAFT CLASSES AND SUB-CLASSES

| This listing shows the eurtene inventory of Naval dircraft by elass and sub-class within this publicarion. for convenience this listing is in the same order as Table Four "Program and Non-Program dircraft" |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CLASS | suB. | 71T15 | MODELS | CLASS | $\begin{array}{r} \text { SUB- } \\ \text { CLASS } \\ \hline \end{array}$ | ITTLE | MODELS | CLASS CLASS | 7:TLE | H0DELS |
| ve | FB | figater je: |  | VW | H | napmseg |  | y* sp | training prop |  |
|  |  |  | $\begin{gathered} Y F-1: \\ E / A-i S A \end{gathered}$ |  |  |  | EC-1300 |  |  | T-294 |
|  |  |  | F-148 |  |  |  | NC-121k |  |  | C-4C |
|  |  |  |  |  |  |  | EP-2H | 3 F | actary mivg | - |
|  |  |  | F-5E |  |  |  |  |  |  | JAH-IT |
|  |  |  | ¢-5E |  |  |  | 2p-3E |  |  | ААН-1.J |
|  |  |  | F-is |  |  |  | RP-3D |  |  | A.H-1G |
|  |  |  | $\underline{T-4 N}$ |  |  |  | RP-3A | 3 A | rotary wing |  |
|  |  |  | YF-4J | VR | $\#$ | transfort |  |  | zotapy aing | нН-3A |
|  |  |  | \% $\mathrm{r}-4 \mathrm{~J}$ |  |  |  | LC-230F | $\pm$ G | Rotary aing | 4H-20 |
| VF |  | FIGETER - ${ }^{\text {eT }}$ | 25-4J |  |  |  | c-130F |  |  | NBH-\% |
|  |  | -scasa JET | RF-3G |  |  |  | VP-3A | H \$ | sotary wimg |  |
|  |  |  | RF-43 |  |  |  | C-2188 |  |  | SH-3G |
| va | : | attack jet |  | YR | 9 | TRANS FORT |  |  |  | SH-3A |
|  |  |  |  |  |  |  | 5-1316 |  |  |  |
|  |  |  |  |  |  |  | c-231F $c-2170$ |  |  | S8-38 SH-3H |
|  |  |  | YA-7E | vR | c | TRANSPORT |  |  |  | Stio2d |
|  |  |  |  |  |  |  | C-2A |  |  | SH-2F |
|  |  |  | $\stackrel{i-7 c}{ }$ |  |  |  | US-3A | 4 | gonamy nrag | 8CH-53E |
|  |  |  | (1 A-7C | VR | 3 | transpors |  |  |  | Ca-53E |
|  |  |  |  |  |  |  | 14-32 |  |  | Ca-530 |
|  |  |  | $A=4 \mathrm{H}$ |  |  |  | cr-396 |  |  | MCH-53A |
|  |  |  | $\triangle \mathrm{A}-4 \mathrm{~m}$ | vR | mJ | :Ransport |  |  |  | 38-530 |
|  |  |  |  |  |  |  | -98 | $\boldsymbol{H}$ | ROTARY ming |  |
|  |  |  |  | vG |  | ft fligat refuel | kC-130F |  |  | CH-46F |
|  |  |  | A-4E |  |  |  | kc-i30R |  |  | UH-46D |
|  |  |  | A-4C | vo | L. | observation |  |  |  | 6:-460 |
| VA | $n$ | ATTACK JET |  |  |  |  | 2A-4M |  |  | UH-46ג |
|  |  |  | a $\times \mathrm{A}-6 \mathrm{E}$ |  |  |  | YCV-10A |  |  |  |
|  |  |  | $\lambda$-53 |  |  |  | yov-100 |  |  | $\mathrm{NCH}=45 \mathrm{~A}$ |
|  |  |  | $\cdots \begin{array}{r}\text { A-6A }\end{array}$ |  |  |  | OV-100 | i - | ROTARY wisk |  |
| va | 3 | ATTACK SE |  |  |  |  | - V -13 |  |  | He-1K |
|  |  |  | 2-38 | vo | $L$ | UTitity |  |  |  | UH-12 |
|  |  |  |  |  |  |  | U-112 |  |  | UH-1E |
|  |  |  | Kh-33 |  |  |  | 7- +19 |  |  | NuT-iE |
| va | 2 | ATTACK 3E\% | ERA-32 |  |  |  | - ${ }^{\text {- }}$ |  |  | U5-1N |
|  |  |  | 2.A-56 |  |  |  |  | $\square$ | RCtary wing | - 4 -57A |
| $v A$ | 2 | ST*ACK JET |  |  |  |  | - ${ }^{4}-3 \mathrm{~A}$ |  |  | OH-58A |
|  |  |  | RA-3n $\mathrm{MRA}-3 \mathrm{~S}$ | vo | 4 | QEEETY | U-3E | B R | ROTARY WIRG | VH-1N |
| va | $*$ | ATPACK SET |  |  |  | --2.** | US-2C |  |  | $\mathrm{VH}-3 \mathrm{~N}$ |
|  |  |  | EA-3B ERA-38 |  |  |  | - $\mathrm{CS}-23$ |  |  | 17-3D |
|  |  |  | ERA-38 EA-4F | vo | 5 | utility | US-2A | VR O | DRONES | Dc-130A |
| va | Q | ATEACK 3 ET |  |  |  |  | -C-: 2 P |  |  | 3P-29 |
|  |  |  |  |  |  | Trainivg jet | 4$T-34 A$ <br> -38 | Vir is | *RRNING | DT-6 NRC-135 |
| vs |  | Anti sus |  |  |  |  | T-38A | vo ex | observation |  |
|  |  |  | 5-32 |  |  |  | TE-2c |  |  | $x-224$ |
|  |  |  | $85-3 \lambda$ |  |  |  | TE-2A | ve se | mRaining Je: |  |
|  |  |  | S-2G S- S |  |  |  | TA-4J |  |  | $x-258$ |
|  |  |  | S-20 |  |  |  |  | vK K | DRONES JET | QF-36r |
| Vp | L | PATROL |  |  |  |  | PA-43 |  |  | QF-364 |
|  |  |  | $Y ?-36$ 2036 |  |  |  | TAv-3a |  |  | - 5 -4B |
|  |  |  | ( $\mathrm{P}-\mathrm{jB}$ | r | 3 | TRAINSAG de: | TA-TC |  |  | - -3.3 A |
|  |  |  | E-3E |  |  |  | F-2c |  |  |  |
|  |  |  | $\cdots \mathrm{s}$ ¢-3a | v | 3J | rraming jex | --390 |  |  |  |
|  | 4 | warning | SP-2H | 4T | A2 | mpatilng erct | 7A-3B |  |  |  |
| $\pi$ |  |  | E-2C |  |  | ,NıN | TS-2A |  |  |  |
|  |  |  | E-23 | V | $3 P$ | zraining prop |  |  |  |  |
|  |  |  | 55-28 |  |  |  | $\underset{i-25 B}{\substack{-285}}$ |  |  |  |
|  |  |  |  | T | \%P | Eaninimg prop |  |  |  |  |
|  |  |  |  |  |  |  | $\begin{aligned} & =-34 C \\ & =-343 \end{aligned}$ |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |



TABLEI


PROGRAM AND RON-PROGRAM AIRCRAFT STATUS DISTRIBUTION


[^0]
## DECLASSIFED

prograw operating allowances

PROJECTED FOR END FY 1980

TABLE 3


## DECASTIE

## PROGRAM OPERATING ALLOWANCES atlantic fleet

PROJECTED FOR END FY 1980

TABLE 3A


## DECLASSIFIED <br> PROGRAM OPERATING ALLOWANCES <br> PACIFIC FLEET

PROJECTED FOR END FY 1980

| CLASS \& SUBCLASS |  | GRAND | $\begin{aligned} & \text { TOTAL } \\ & \text { USN } \end{aligned}$ | total USMC | combat |  | DIRECT-SUPPORT |  |  | INDIRECT-SUPPORT |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | USN |  |  | USMC | USN |  | USMC | USN | USMC |
| $v F$ | fe |  | 298 | 193 | 105 | 174 | 105 |  |  |  | 19 |  |
| vF | $\bigcirc$ | 6 | 22 | 21 | 22 | 21 |  |  |  |  |  |
| VA | $\stackrel{\text { L }}{4}$ | 266 126 | 173 | 91 20 | 156 102 | 91 20 |  | 10 |  | 7 |  |
| va | 0 | ? | ? |  | ? |  |  |  |  |  |  |
| ve | 0 \% | 45 | 65 |  | 45 |  |  |  |  |  |  |
| vis | 1 | 127 | 78 127 |  | -59 |  |  |  |  | 28 |  |
| vk | ${ }^{\prime}$ | 30 | \% |  | $3 n$ |  |  |  |  |  |  |
| vi | H | ${ }^{9}$ | 9 |  | 9 |  |  |  |  |  |  |
| VR | $\stackrel{4}{*}$ | 12 | 12 | 3 |  |  |  | 3 |  | 9 | 3 |
| $v$ | c | 25 | 25 |  |  |  |  | 21 |  | 4 |  |
| Ve | LJ | $2{ }^{6}$ | 5 | 24 |  |  |  | 5 | 24 |  | 1 |
| ve | L | 36 |  | 36 |  | 30 |  |  | 26 |  |  |
| vu | $\stackrel{1}{1}$ | 3 |  |  |  |  |  |  |  | 3 |  |
| vu | s | ${ }^{6}$ | 5 | 3 |  |  |  |  |  | ${ }_{7}$ |  |
| VT | as | 63 | 54 | 9 | ? | 4 |  | 5 |  | 47 | 3 5 |
| VT | ${ }_{\text {St }}^{\text {Sp }}$ | $\stackrel{3}{6}$ | ! | 2 | 2 |  |  |  |  | 1 | 2 |
| vt | ${ }_{5} \beta$ | 3 | 3 |  | 2 |  |  |  |  | 4 |  |
| $\stackrel{ }{5}$ | F | 55 | ? | 48 |  | $4 \varepsilon$ |  |  |  | 7 |  |
| $\stackrel{H}{4}$ | $\stackrel{G}{5}$ | 1 | 8 |  |  |  |  | 1 |  |  |  |
| ${ }_{+}^{H}$ | $\stackrel{5}{4}$ | 98 88 | 94 | F\% | 60 |  |  | 16 | 79 | 18 | 9 |
|  | * | 167 | 4 ? | 125 |  |  |  | 32 | 108 | 10 | 17 |
| ${ }_{\text {y }}^{\text {v }}$ | 0 | 8 | 31 | 61 |  |  |  |  | 48 | 21 | 13 |
| PAC |  | 1720 | 1083 | 637 | 786 | \$19 |  | 95 | 265 | 202 | 53 |

PROGRAM AND NON-PROGRAM AIRCRAFT
by COMmand, Class and modet
table 4


PROGRAM AND NON-PROGRAM AIRCRAFT
BY COMMAND, CLASS AND MODEL
TABLE 4


## PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS ARD MODEL
table 4


## DECLASSIFIED

PROGRAM AND NON-PROGRAM AIRCRAFT
BY COMMAND, CLASS AND MODEL
TABLE 4


## PROGRAM AND NON-PROGRAM ARCRATT

BY COMMAND, CLASS AND MODEL
TABLE 4

| SUBCLASS model | Command |  | PROGRAM |  |  |  |  |  |  |  |  |  |  |  | \| PROGRAM |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | ACtive |  |  |  |  |  |  |  |  | inactive |  |  | total |
|  |  |  | total INVEN TORY | OPERATING |  |  | PIPELINE |  |  |  |  | $\begin{aligned} & \text { AIRCRAFT IN } \\ & \text { FIRST } \\ & \text { DELIVERY } \end{aligned}$ | STORSLNC | GROUNDADMIN. |  |
|  |  |  |  |  |  |  |  | $\begin{gathered} \text { AWTG } \\ \text { TO } \end{gathered}$ | $\begin{aligned} & \hline \text { S EMR } \\ & \text { PPER } \end{aligned}$ | $\begin{aligned} & \text { IN AWP } \\ & \text { ENR ? } \\ & \hline \end{aligned}$ | $\begin{aligned} & \operatorname{TTING} \\ & \hline \mathrm{ro} \mathrm{RMK} \\ & \hline \end{aligned}$ |  |  |  |  |
|  |  |  |  |  | OPER. | ${ }_{\text {A AWTG }}^{\text {OPER }}$ |  | IN <br> RDY <br> TRANS | ( $\begin{gathered}\text { NOT } \\ \text { RDY } \\ \text { TRANS }\end{gathered}$ |  |  | $\stackrel{\text { PROV. }}{\text { ACCEPT }}$ OTHER |  |  |  |
|  |  |  |  | total | TUS | OPER. | TOTAL | trans | TRANS | STAND | SPEC. | ACCEPT OTHER |  |  |  |

vs

| S-3A |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Lant | 68 | 63 | 59 | 50 |  | 9 | 2 | 3 | 4 |  |  |  |  |
|  | PAC | 82 | 82 | 73 | 72 | 1 | 7 | 1 | 2 | 4 |  |  | 2 |  |
|  | nasc acficu | 4 | 3 | 5 | 3 |  |  |  |  |  |  |  |  | 1 |
|  | FS | 25 | 25 |  |  |  |  |  |  |  |  | 25 |  |  |
|  | trs total | 178 | 173 | 135 | 134 | i | 10 | 3 | 5 | $\varepsilon$ |  | 25 | 2 | 1 |
| KS-za |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | fac | 1 | 1 | 1 | 1 |  |  |  |  |  |  |  |  |  |
|  | tes total | $?$ | 1 | 4 | 1 |  |  |  |  |  |  |  |  |  |
| 5-26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | nasc acficu | 1 | , | 1 | 1 |  |  |  |  |  |  |  |  |  |
|  | tws rotal | 1 | 1 | 1 | 1 |  |  |  |  |  |  |  |  |  |
| $\mathrm{s}=2 \mathrm{E}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | nasc acficu | \% | , | 1 | 1 |  |  |  |  |  |  |  |  |  |
|  | tre total | 1 | 1 | 1 | 1 |  |  |  |  |  |  |  |  |  |
| S-20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | masc acficu | ; | ${ }^{\text {i }}$ | 1 | $i$ |  |  |  |  |  |  |  |  |  |
|  | Fs | 4 |  |  |  |  |  |  |  |  |  |  |  | 4 |
|  | tms total | 5 | 1 | 1 | 1 |  |  |  |  |  |  |  |  | 4 |
| \%s | 24\%才 | 68 | $t^{\circ}$ | 59 | 59 |  | 9 | 2 | 3 | 4 |  |  |  |  |
| vs | PAC | 82 | ? ? | 74 | 73 | 1 | 7 | 1 | 2 | 4 |  |  | 2 |  |
| vs | nasc acficu | 3 | 5 | 6 | 6 |  |  |  |  |  |  |  |  | 1 |
| vS | fs | 29 | 25 |  |  |  |  |  |  |  |  | 25 |  | 4 |
|  | sugctass rotal | 187 | 18.2 | 159 | 138 | 1 | 16 | 3 | 5 | ¢ |  | 25 | 2 | 5 |
| vs | class lant | 68 | 69 | 55 | 50 |  | 9 | 2 | 3 | 4 |  |  |  |  |
| vS | CLASS PAC | $\pm 3$ | 83 | 74 | 73 | 1 | 7 | 1 | 2 | 4 |  |  | 2 |  |
| vs | Class nast agftcu | ? | 6 | 0 | 6 |  |  |  |  |  |  |  |  | 1 |
| vs | CLASS FS | 29 | 25 |  |  |  |  |  |  |  |  | 25 |  | 4 |
|  | CLASS TOTAL | 187 | 12? | 179 | 338 | 1 | 16 | 3 | 5 | $\varepsilon$ |  | 25 | 2 | 5 |
| $v p$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $2 \quad \mathrm{YP-3C}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | vasc acfice | 1 | , | $i$ | ; |  |  |  |  |  |  |  |  |  |
| $p-z c$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | LAN: | 52 | 92 | 24 | 84 |  | $z$ |  | 3 | 5 |  |  |  |  |
|  | PAG | 76 | 74 | 68 | 68 |  | 5 |  | 3 | z |  |  | $\uparrow$ |  |
|  | nasc acficu | 5 | 5 | 3 | 3 |  | 2 |  |  | $\varepsilon$ |  |  |  |  |
|  | FS | 1 | 1 |  |  |  |  |  |  |  | 1 |  |  |  |
|  | tms total | 172 | 172 | 155 | 155 |  | 15 |  | 6 | 9 | $i$ |  | 1 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NESC ACFTCU | 1 |  |  |  |  |  |  |  |  |  |  |  | 1 |
| $p-35$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 10 NT | 44 | 44 | T3 | 33 |  | 10 |  | 9 | 1 |  |  | 1 |  |
|  | PAC | 54 | 54 | 46 | 46 |  | 8 | 2 | 3 | 3 |  |  |  |  |
|  | cnavres | 12 | 12 | 8 | 8 |  | 4 | 2 | 2 |  |  |  |  |  |
|  | Nasc AcFite | $z$ | 2 | 1 | 9 |  | 1 |  | * |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Latit | 2 | 2 | 2 | $\varepsilon$ |  |  |  |  |  |  |  |  |  |
|  | CNRIfor | 106 | 106 | 93 | 93 |  | 13 | 2 | 10 | : |  |  |  |  |
|  | nast acficl | ? | 4 | 4 | 4 |  |  |  |  |  |  |  |  | 3 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | Fs |  |  |  |  |  |  |  |  |  |  |  |  | ? |
|  |  | 1 |  |  |  |  |  |  |  |  |  |  |  | 1 |
| $S P-2 H$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | FS | 5 | 5 |  |  |  |  |  |  |  |  | 5 |  |  |
|  | tes total | 5 | 5 |  |  |  |  |  |  |  |  | 5 |  |  |

## DECLASSIFIED <br> PROGRAM AND NON-PROGRAM AIRCRAFT <br> BY COMMAND, CLASS AND MODEL

TABLE 4


## PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMmAND, CLASS AND MODEL
tABLE 4


# PROGRAM AND NON-PROGRAM AIRCRAFT 

BY COMMANE, CLASS ARD MODEL
TABLE 4


## PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMmAND, CLASS AND MODEL
TABLE 4


PROGRAM AND NOK-PROGRAM AIRCRAFT
BY COMMAND, CLASS AND MODEE
TABLE 4


## PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AHD MODEL
tABLE 4


## DECLASSIED

PROGRA辋 AND NON-PROGRAM AIRCRAFT
BY COMARAND, CLASS AHD
TABLE 4


PROGRA A AND NON-PROGRAM AIRCEAFT

TABLE 4


# PROGRAM AND MON-PROGRAM AIRCRAFT 

BY COMMAMD, CLASS AND MODEL
TABLE 4


# PROGRAM AND NON-PROGRAM AIRCRAFT 

BY COMmAND, CLASS AND MODEL
TABLE 4


## DECLASSIFID

## PROGRAM AND NON-PROGRAM AIRCRAFT

BY COMMAND, CLASS AND MODEL
TABLE 4


## DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL

TABLE 5

| CLass, Subclass $\leq$ moselu | TOTAL | Progin m miel aircrapt |  |  |  |  |  | HON-PROGRAM MODEL AIRCRAPT |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | bainamen | Lonated | STORED, SLL | exprrimental | Drone | oryer |
|  |  | CAT 1, 2 | Cam 3, 4 |  |  |  |  |  |  |  |
|  | ${ }_{2}^{2}$ |  |  |  |  | $\frac{2}{2}$ |  |  |  |  |
| $F-14 F$ <br> nasc beftcus | 1 |  |  |  | 1 |  |  |  |  |  |
| model total s-the | 1 |  |  |  | 1 |  |  |  |  |  |
| $\mathrm{F}-1 \mathrm{AA}$ <br> NASC aCfTCUS | $\stackrel{3}{4}$ |  |  |  | 3 | 1 |  |  |  |  |
| MOCEL TOTAL f-14a | 4 |  |  |  | 3 | 1 |  |  |  |  |
|  | 3 3 |  |  |  | 3 |  |  |  |  |  |
|  | z |  |  |  | 2 |  |  |  |  |  |
| model total vay-s.g | 2 |  |  |  | c |  |  |  |  |  |
|  | 3 |  |  |  | 3 |  |  |  |  |  |
| model total av-pa | z |  |  |  | 3 |  |  |  |  |  |
|  | 1 |  |  |  | 1 |  |  |  |  |  |
|  | 1 |  |  |  | 1 |  |  |  |  |  |
| $\mathrm{Fs}^{\text {A-4L }}$ | 2 |  |  |  |  | 2 |  |  |  |  |
| MODEL TOTAL $A-\angle e^{a-4 L}$ | 2 |  |  |  |  |  |  |  |  |  |
|  | 5 |  |  |  |  | 5 |  |  |  |  |
| WASES ${ }_{\text {Wacficus }}$ | 4 |  |  |  | 4 |  |  |  |  |  |
| MODEL TOTAL A-GE | ; |  |  |  | 4 |  |  |  |  |  |
| NRA-3e St MODEL TOTAL NPA-39 | $\dagger$ |  |  |  |  | 1 |  |  |  |  |
| NEA-GF ${ }_{\text {NASC }}$ acsteus | 1 |  |  |  | 1 |  |  |  |  |  |
|  | 1 |  |  |  | 1 |  |  |  |  |  |
|  | 4 |  |  |  |  | 4 |  |  |  |  |
|  | 1 |  |  |  | 1 |  |  |  |  |  |
|  | 3 |  |  |  | 3 |  |  |  |  |  |
|  | 1 |  |  |  |  | 1 |  |  |  |  |
|  | 1 |  |  |  | 1 |  |  |  |  |  |

## DECLASSIFIED

## DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL



## DISTRIBUTION OF NON-PROGRAM AIRCRAFT BY MODEL



## DEOLASSFED

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

TABLE 6


## NVETHOKY AMD OPERATHG AllOWAHES <br> Program ant mon - Progiter aixtmafi

TAEERE


INVETORY AND OPERATiNG ALLOWANCE
program and mon - program aircraft
TABLE 6

$$
26 \text { sep } 1979
$$

$$
\begin{aligned}
& \text { sep } 1979 \\
& \text { DG } 1319112 \\
& \text { SEP }
\end{aligned}
$$ 74

## INVENTORY AND OPERATING ALLOWANGS <br> PROGRAM AND MOH - PROGRAM AIRCRAFT

TABLE 6


DECLASSIFIED

## INVETORY AND OPERATNG ALLOWANGES <br> program and mon - program aircraft

TABLE 6


INVETIORY AND OPERATING ALIOWANGS PROGRAM AND MON - PROGRAM AIRCRAFT

TABLE 6

fABLE 6

| ANT | ALLOWANCES PROJECTED SOR END FY 1980 |  |  | inventory |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | number of a/c in unit custody by status |  |  |  |
|  | SUBCLASS ALLOWED | PRIMARY USE | NUMBER ALLONED | MODEL ASSIGNED | status code | AIRCRAFT LOCATION | OPERATING status | AWAITING operating | PIPELINE | OTHER |



## INVENTORY AND OPERATING ALLOWANGS <br> progran and mon - program ailiciaft

TABLE 6


TABLE 6

| LANT <br> UNIT MANE | ALLOWANCES PROTECEED FOR END FY 1980 |  |  | INVENTORY |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | NUMBER OF A/C IN UNIT CUSTODY BY STATUS |  |  |  |
|  | SUBCLASS <br> ALLOWED | $\underset{\text { USE }}{\underset{\text { PRIMARY }}{ }}$ | NUMBER ALLOWED | MODEL ASSIGNED | STATUS CODE | AIRCRAFT LOCATION | OPERATING STATUS | AWAITING OPERATING | PIPELINE | OTHER |



## INVETORY AND OPERATING AHOWAMTS <br> program and hom - plegram anceant

TABEE

| HMTT | ALLOWANCES <br> profbetin for end fy 1980 |  |  | inventory |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | nember of a/c in unit custody by status |  |  |  |
|  | SUBCLASS ALLOWED | $\underset{\text { USE }}{\text { PRIMAR }}$ | NUMBER ALLOWED | MODEL ASSIGNED | status CODE | AIRCRAFT LOCATION | operating STATUS | awaiting operating | PIPELINE | OTHER |



DECLASSIFIED

## INVETORY AND OPERATING ALLOWANCES <br> PROGRAM AMD MON - PROGRAM AIECRAFT

TABLE 6


## INVETIORY AND OPERATING ALLOWANGS <br> pROGRAM AND MON - PROGRAM AIRCRAFT

table 6


## MVETTOXY AND OPEATIFG ALLOWANCES <br> PROGRAM AND HOK - PRCGRAㅕㅕN AIRCRAFT

TABLE 6


INVETTORY AMD OPRRATHG ALIOWANGS
PROGRAM AKD NOH - PROGRA道 AJBCRATT
TABLE 6


## DECLASSIFIED

## RNEFTORY AND OPERATNG ALLOWANGS <br> PROGRAH AMD HON - PROGRAK AIRCSAFT

TABLE 7


## INVENTORY AND OPERATNG ALIOWAMGS <br> progral and non - progran alrcaaft

TABLE 7


## INVERTCRY AND OPFRATHG ALLOWANGS <br> progrim ahd hon - progras alrciat

TABLE 7


## INVETORY AND OPESATMG ALIOWAKGS <br> PROGRAM AMD MON - PROGRAK AIRCBAFT

table 7


DECLASSFIED
INVETCRY AND OFRATHG ALLOWAMCS
pROGRAM AHD MON - PROGRAM AIRCZAFT
TABLE 7

| PAG | allomances psarbction yor end fi 1980 |  |  | inventory |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | number of | a/c in uni | T custody | by status |
|  | $\begin{aligned} & \text { SUBCLASS } \\ & \text { ALLOWED } \end{aligned}$ | $\begin{gathered} \text { PRIMARY } \\ \text { USE } \end{gathered}$ | NJMBER <br> ALLOMED | MODEL ASSIGNED | $\begin{aligned} & \text { STATUS } \\ & \text { CODE } \end{aligned}$ | AIRCRAFT | operating status | amatiting operating | PIPELINE | OTHER |


| v* |  |  | VFL | 19 | 9 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\operatorname{TOTAL}_{Y O}$ | ve |  |  |  | - |
|  |  |  | vfl | 41 | - |
|  | ve |  |  |  | - |
|  |  |  | vel | 41 | 9 |
| TOTA 4p 19 | $v p$ |  |  |  | $\bigcirc$ |
|  |  |  | vpl | 11 | 0 |
| retal vo 22 | vp |  |  |  | $\bigcirc$ |
|  |  |  | vpl | 41 | 9 |
| $\begin{aligned} & \text { TOTAL } \\ & \text { vo } 40 \end{aligned}$ | vo |  |  |  | ¢ |
|  |  |  | VPL | 49 | - |
| $\operatorname{Total}_{\forall Q \in E}$ | vo |  |  |  | 9 |
|  |  |  | vel | 11 | 9 |
| TOTAL | yp |  |  |  | - |
|  |  |  | yp | 41 | 9 |
| TOTAL ve ${ }^{\text {a }}$ | vo |  |  |  | - |
|  |  |  | VPL | 41 | 9 |
| $\begin{gathered} \text { FOTAG } \\ \text { vp } \end{gathered}$ | vo |  |  |  | 9 |
|  |  |  | vec | 11 | - |
|  |  |  |  |  | 9 |
| EEADINESS PATEUT SQUACSONE |  |  |  |  |  |
|  |  |  |  |  |  |






|  |  | crasar |  |  |
| :---: | :---: | :---: | :---: | :---: |
| F-3 | 430 | - Imapar | $?$ |  |
| $F \rightarrow \boldsymbol{d}$ | 635 | -tramar |  | ' |
| f-E」 | G30 | Morth islano. |  | 1 |
| -f-36 | 010 | dallas |  | 1 |
| -F-gF | 110 | montap | 3 |  |
| Pf-as | 015 | mirasar |  | 3 |
| PF-06 | 630 | -loamar |  | 2 |
|  |  |  | 5 | 8 |
| - $5-85$ | 410 | 480 रitiy ma | - |  |
| ¢ | 18 | -iramar |  |  |
|  |  | -ipamar |  |  |
| PF-0G | 110 | - iramar | 1 |  |
| -F-45 | 016 | - Iramar |  | 1 |
|  |  |  | ? | 1 |
|  |  | \#9apan |  |  |
| 2F-8 | 410 | Aud america | 3 |  |

## IRNERTORY AND OPTRATMG ALIOWAWCES <br> progral ahd hon - prograk aircraft

TABLE 7


## DECLASS.FIED

# NNENTORY AND OPERATING ALLOWANGS <br> program and mon - program amcraft 

table 7

plogram and mon - program airctaft
TMBLE 7


## HEVENTORY AND OPERATNG ALLOWANGS <br> program and moh - prograin alickafy

TABLE 7

| PAP | Alionainces <br> PROTEGTRD FOR ESD FY 1980 |  |  | inventory |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | NUMBER OF A/C in unit custody by status |  |  |  |
|  | SUBCLASS <br> ALLONED | $\begin{gathered} \text { PRIMARY } \\ \text { USE } \end{gathered}$ | NUMBER ALLOWED | MODEL ASSIGNED | $\underset{\text { STATUS }}{\text { CODE }}$ | AIRCRAFT | OPERATING STATUS | AWAITING OPERATING | Pipeline | OTHER |



## INNENTORY AND OPERATING ALIOWANES <br> PROGRAM AND MON - PROGRAM AIRCRAFT

TABLE 7


## INVETORY AND OPERATING ALLOWANCES

PROGRAM AND MON - PROGRAM AIRCRAFT
TABLE 7


INVENTORY AND OPERATNG ALLOWANES
PROGEAK AND MOH - PROGRAM AIRCRAF:
TABLE


## ITVENTOKY AMD OPERATING ALLOWANCES

Brocena girid mon - procram aircraft
TABLE 7


## IMNENTORY AND OPERATING ALLOWANGS <br> PROGRAM AMD NON - PROGRAM ARRCLAFT

TABLE 7


## DECLASSIFED INVENTORY AND OPERATING ALLOWANGES <br> program and mon - program aircraft



INVENTORY AND OPERATING ALLOWANGES PROGRAM AND MON - PROGRAM AIRCRAFT

TABLE 8


# INVENTORY AND OPERATING ALLOWANCSS 

program amd mon - program aircraft
TABLE 8


## INVENTORY AND OPERATING ALLOWANCES <br> program and mon - program airctaft

TABLE 8


DECLASSIFIED

## INVETORY AND OPERATNG ALLOWANGES <br> program and mon - program airceaft

table 8


## INVENTORY AND OPERATING ALLOWANCES <br> program and mon - program ankclaft

TABLE 8


## DECLASSIFIED

## INVETORY AND OPERATING ALLOWANCES <br> PROGRAM AND MON - PROGRAM AIRCRAFT

TABLE 8


## INVETORY AND OPERATING ALLOWANCES <br> program and mon - program aicraft

TABLE 8


## DECLASSIFIED

INVENTORY AND OPERATING ALLOWANGES
PROGRAM AND NON - PROGRAM AIRCRAFT
TABLE 8


## INVENTORY AND OPERATNG ALLOWANCES <br> PROGRAKI AND MON - PROGRAM AIRCRAFT

TABLE 8


# DECLASSIFIED <br> INVERTORY AND OPERATING ALLOWANCSS <br> PROGRA留 AMD MON - PROGRAM AIRCRAFT 

TABLE 8

|  | Allowances |  |  | INVENTORY |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | PROJBCTED FOR END FY 1980 |  |  |  |  |  | number of a/C in unit custody by status |  |  |  |
| unit name | SUBCLASS ALLOWED | $\begin{gathered} \text { PRIMARY } \\ \text { USE } \end{gathered}$ | NUMBER ALLOWED | $\begin{gathered} \text { MODEL } \\ \text { ASSIGNED } \end{gathered}$ | $\begin{aligned} & \text { STATUS } \\ & \text { CODE } \end{aligned}$ | AIRCRAFT <br> LOCATION | OPERATING STATUS | awaiting operating | pipeline | OTHER |

NAVAIRSYSCOM P.OT*E

## NRL PAX RIVER



TOTAL NATPARATESTRANGE AK $\quad 1$ nue china lake



| $\underset{\sim}{2} \underset{\sim}{\stackrel{\rightharpoonup}{7}}$ |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\stackrel{\square}{\square}$ |  |  |  |  |  |  |  |  |
| $\stackrel{\stackrel{x}{c}}{\stackrel{y}{c}} \underset{\substack{\pi \\ n}}{ }$ |  |  |  |  |  |  |  |  |
|  | $\underset{\sim}{\text { ¢ }}$ | $\frac{5}{\square}$ | $\frac{5}{2}$ |  | $\underset{y}{C}$ | $\underset{\text { c }}{ }$ | 5 | $\pm$ |
|  | $\underset{\pi}{\pi}$ | $\underset{\sim}{7}$ | \% | $\times$ | $\underset{\sim}{\text { P }}$ | 파자N | $\underset{\pi}{x}$ | $\cdots$ |
| 太 | $\stackrel{\sim}{\sim}$ | $\rightarrow$ | $v$ | $N$ | $\sim$ | $\rightarrow$ | N | $\omega$ |

VAH
VUS
VTBJ
MOMAR MAS OT MUGU

TOTAL MAS PT MUSU DT

## hgu sar

TOTAL NAS OT

| VAL | $A K$ |
| :--- | :--- |
| VOL | $A x$ |

VTAJ \&
NHEF ITRTLANO AFE
NHEF XIFTLAND AFE


CHINA LAKE
JACKSONVILLE JACKSONVILL CHINA LAKE CHINA LAKE CHINA LAKE China lake china lake
CHINA lake CHINA LAKE

CHINA LAKE | CHINA LAKE |  |
| :--- | :--- |
| CHINA LAKE | 1 |

China lake ?

## CHINA LAKE

CHINA LAKE
CHINA LAKE CHINA LAKE
china lake
CHINA LAKE
CHINA LAKE CHINA LAKE
CHINA LAKE CHINA LAKE
CHINA LAKE CHINA LAKE CHINA LAKE CHINA LAKE
CHINA LAKE CHINA LAKE
CHINA LAKE CHINA LAKE
CHINA LAKE
CHINA LAKE CHINA LAKE CHINA LAKE
CHINA LAKE CHINA LakE CHINA LAKE
POINT MUGU


EL CENTRO

| $Y F-4 S$ | $A K C$ |
| :--- | :--- |
| $A-7 F$ | AJC |
| $A-7 E$ | $A K O$ |

CHINA LAKE
CHINA LAKE EHINA LAKE

1 $i$
2
1

| $\mathrm{A}-7 \mathrm{C}$ | 8 BO |
| ---: | :--- |
| $\mathrm{N}-7 \mathrm{C}$ | AKO |

N $\mathrm{A}-4$

Posin mugu
$\mathrm{HH}-46 \mathrm{~A} \quad \mathrm{~A} \times 0$
PoINT MUG:
kirtland afb

| A-7c | AKO | kirtland |
| :---: | :---: | :---: |
| A-7A | AKD | KIRTLAND |
| A-4** | Asc | KIRTLAND |
| 0v-10\% | AxO | sirtlim |

TATC AKO KJRTLAKO AFE

## INVENTORY AND OPERATING ALLOWANCES <br> program and mon - program alrcraft

TABLE 8

|  | ALLOWANCES protbcted for exd fy 1980 |  |  | inventory |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | NUMBER OF a/C in unit custody by status |  |  |  |
|  | SUBCLASS ALLOWED | $\begin{aligned} & \text { PRIMARY } \\ & \text { USE } \end{aligned}$ | NUMBER ALLOWED | MODEL ASSIGNED | status CODE | AIRCRAFT LOCATION | OPERATING status | AWAITING operating | PIPELINE | OTHER |



## DECLASSIFIED

## INVENTORY AND OPERATNG ALLOWANCGS <br> program and mon - program alrcaaft



## INVETOMY AND OPERATHE LHOWAMGS <br> program and mon - program aiteafi



## DECLASSIFIED

## INEETORY AND OPERATING ALLOWANCES program and hon - program aircraft

TABLE 8


INVENTORY AND OPERATING ALLOWANGS
prograin and mon - program alicraft
TABLE 8


## DECLASSIIED

## INVENTORY AND OPERATING ALLOWANGES <br> PROGRAM AMD MOH - PROGRAM AIRCRAFT

TABLE 8


".ac INNENTORY AND OPERATING ALLOWANGES
PROGRAM AND MOM - PROGRAM AIRCRAFT
TABLE 8

|  | ALLOWA"CES <br> PROMECTED FOR END FY 1980 |  |  | INVENTORY |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | NUMBER OF A/C In unit custody by status |  |  |  |
|  | SUBCLASS <br> ALlowed | $\underset{\text { USE }}{\text { PRIMARY }}$ | NUMBER <br> ALLOWED | MODEL ASSIGNED | $\begin{aligned} & \text { STATUS } \\ & \text { CODE } \end{aligned}$ | AIRCRAFT <br> LOCATION | OPERATING status | AWAITING OPERATING | PIPELINE | OTHER |

MISCELLANEOUS NAVAIPSYSCOM ACTIVITIES

| ccad corfus | 1H-1N | RY 1 | CORFUS CHRIS CORPUS CHRIS | 1 |
| :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |
| TOTAL CCAD CORPUS |  |  |  |  |
| AIRCRAFT ON LOAN NAVAIKSYSCOM |  |  |  |  |
| DEPT AGPICULTURF |  |  | Unk |  |
|  | TS-2A | 400 | unk | 1 |
| total dept agriculttre |  |  |  | 1 |
| hic dept of consv |  |  | NORTH CAROLINORTH CAROLI |  |
|  | T-34B | U00 |  | 4 |
| TOTAL CAPT NC DEFT OF CONSV |  |  |  | 4 |
|  |  |  | Sacramento |  |
|  | US-2A | voc | SACRAMENTO | 17 |
|  | TS-2A | U00 | SACramento | 35 |
| TOTAL CAL DEPT OF CONSV |  |  |  | 52 |
| bureau of custows |  |  | unk |  |
|  | 5-20 | voo | UNK | 4 |
|  |  |  |  | 4 |
|  |  |  | virginia |  |
|  | U-6A | U00 | VIRGINIA | 1 |
| total va inst mar sei |  |  |  | 1 |
| flying clue |  |  | ADAK |  |
|  | T-418 | U00 | ADAK | 1 |
| total flying clue |  |  |  | 1 |
| fly clue agana |  |  | atana |  |
|  | T-34E | U00 | AGANA | 1 |
| total fly clue agana |  |  |  | 1 |
| ftying clue |  |  | atlanta |  |
|  | T-34E | 000 | atlanta | 2 |
| total flying clue |  |  |  | 2 |
| flying clue |  |  | gargers poin |  |
|  | 1-49 ${ }^{\text {c }}$ | 000 | sarbers poin | 1 |
|  | U-3A | U60 | barbers poin | 1 |
|  | T-348 | บ00 | barbers poin | 1 |
| total fing cluey fing clué |  |  |  | 3 |
|  |  |  | CHINA LAKE |  |
|  | T-348 | 000 | china lake | 2 |
| fly Clue cherfypt |  |  | cherry point | 2 |
|  | T-348 | UuO | ChERRY POINT | 1 |
| total fly clue cherrypt |  |  |  | 1 |
| fly clue copplis |  |  | CORPUS CHRISCORPUS CHRIS |  |
|  | T-34E | UUO |  | 2 |
| total fing clue my tlug cerpus |  |  |  | 2 |
|  |  |  | dahlgren |  |
|  | T-348 | vio | Datlgren | 1 |
| total flyine clue |  |  |  | 1 |
| flying clue |  |  | dallas |  |
|  | U-3A | voo | dallas | 1 |
|  | T-34E | 100 | dallas | 2 |
| total flying clue |  |  | El CENTRO | 3 |
| fly clue el cntro |  |  |  |  |
|  | T-348 | voo | EL GENTRO | 1 |
| total ${ }_{\text {flying clue }}^{\text {fir clue el cntro }}$ |  |  |  | 1 |
|  |  |  | EL TORQ |  |
|  | U-3A | 000 | El Toro | 1 |
| total flying clue |  |  |  | 1 |
| flytng clue |  |  | fatlon |  |
|  | T-345 | 400 | fallon | 1 |
| total flying clue |  |  |  | 1 |
| atro clue |  |  | glenview |  |
|  | T-348 | 400 | GLENVIEW | 2 |
| total aero elue |  |  |  | 2 |
| flying clue |  |  | GROSSE ILE |  |
|  | U-34 | u00 |  | 1 |
|  | T-348 | voo | grosse ile | 1 |
| Total fly flyg clua |  |  |  | 2 |
|  |  |  | INDIANAPOLISINDIANAPOLIS |  |
|  | T-348 | Ueo |  | 1 |
|  |  |  |  | 1 |
|  |  |  | atsugi |  |
|  | T-34日 | 400 | ATSUGI | 1 |
|  |  |  |  | 1 |
|  |  |  | jacksonville |  |
| flying clue | U-11A | vuo | Jacksonville | 1 |
|  | T-34E | U00 | Jacksonville | 2 |
| total flying clue |  |  |  | 3 |
| flyivg clue |  |  | WARMINSTER |  |
|  | T-348 | uco | WARMINSTER | 2 |
| total fiys flupang clue |  |  |  | 2 |
|  |  |  | KEFLAVIK |  |
|  | T-348 | 000 | KEFLAVIK | 1 |
| total flying clug |  |  |  | 1 |

## DECLASSIFIED

## INVENTORY AND OPERATING ALLOWANCES <br> PROGRAM AMD MON - PROGRAM AIRCRAFT

TABLE 8

|  | allowances <br> PROJECTED FOR END FY 1980 |  |  | INVENTORY |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  | Number of a/C in unit custody by status |  |  |  |
|  | SUBCLASS ALLOWED | $\begin{aligned} & \text { PRIMARY } \\ & \text { USE } \end{aligned}$ | NUMBER ALLOWED | MODEL ASSIGNED | status CODE | AIRCRAFT <br> LOCATION | operating status | AWAITING OPERATING | PIPELINE | OTHER |



# INVENTORY AND OPERATING ALLOWANCES 

program and mon - program aircraft


## DRONE AIRCRAFT BY STATUS AND COMMAND



## AIRCRAFT ON LOAN TO NAYY



DERASSATE

## LOCATION OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNIL

TOTÄL PROGRAM AND NON-PROGRAM AIRCRAFT


DECLASSIPIED

# LOCATION OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNIT 

IOTAL PROGRAM AND NON-PROGRAM AIRCRAEI_
TABLE 11

| LOCATICN | UNTT MATP | $\begin{gathered} \text { No. Of } \\ \text { A/C } \end{gathered}$ | $\begin{gathered} \text { COM- } \\ \text { MAND } \end{gathered}$ | LOCATION | UNIT NAME | $\begin{gathered} \text { NO. OF } \\ \text { A/C } \end{gathered}$ | $\begin{aligned} & \text { COM- } \\ & \text { MAND } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ALPMEDA | VA 75 | 1 | Lant | EAREERS POIN | ve $\uparrow$ | $\varepsilon$ | PAC |
|  | VA 165 | 1 | pac |  | vP 4 | 9 | PAC |
|  | VA 122 | 1 | pac |  | vP of | 1 | pac |
|  | VA 128 |  | PAC |  | vo 17 | $\varepsilon$ | Pac |
|  | vs 44 | 3 | PAE |  | HSL 37 | $\theta$ | PAC |
|  | ve 1 | 1 | PAC |  | HSL 37 DET 3 | 1 | PAC |
|  | vp 4 | $\dot{4}$ | PAC |  | HSL 37 DET 5 | 1 | PAC |
|  | vp 40 | 1 | PAC |  | VC ! | 5 | PAC |
|  | vp 47 | 1 | PAC |  | VC 9 VR det | 2 | PAC |
|  | vo 31 | 1 | pac |  | NAS rambers pnt | 1 | PAC |
|  | VAQ 129 | 2 | PAC |  | PVRF HAbi area | 1 | STF |
|  | vag 132 | 1 | PAC |  | firing clue | 3 | Fs |
|  | vo 1 | 5 | pac |  | total | $4 \epsilon$ |  |
|  | vas 3i | 4 | PAC |  |  |  |  |
|  | VMAAW 121 | 1 | PAC | EEAlfgat | VMFA 115 | 11 | lant |
|  | VMAAE, z4? | ? | PAC |  | VMFA 251 | 10 | lant |
|  | VMAT ${ }^{\text {V }} 5$ | 1 | PAC |  | $\begin{array}{ll}\text { VMFA } & 333 \\ \text { UMFA } \\ \text { L }\end{array}$ | $\stackrel{9}{8}$ | lant |
|  | $\begin{array}{lllll}V \times & \\ \text { CV } & 4 \\ \text { CV CRL }\end{array}$ | $!$ | PAC PAC |  |  | $\stackrel{8}{4}$ | LANT |
|  |  | 1 | PAC |  | mgas eeaufort | 4 | Lant |
|  | cun 65 enterprse | 1 | PAC |  | total | $4 t$ |  |
|  | nas alameda | 3 | pac |  |  |  |  |
|  | va zoz | 13 | cnavres | EERMUDA | $v{ }^{\text {ve }} 56$ | 9 | LANT |
|  | VA 304 | 13 | cnavres |  | NAS BERMUDA. | 4 | LANT |
|  | vag 208 | 5 | cnavres |  | tctal | 13 |  |
|  | vag 308 | 5 | cnavres |  |  |  |  |
|  | HS 85 | 5 | cnavres | fethpage | NATC RDT*E | 1 | NASC agftcus |
|  | VP 59 DET WHIDDEY | 1 | cNavRES |  | NPRO EDTTE ETHDEE | 14 | nast atftius |
|  | VR 52 det wash | 1 | CNAVRES |  | NPRO REP EETHPAGE | 33 | FS |
|  | VR 54 | 1 | CNAVRES |  | total | 44 |  |
|  | ve 55 | $\underline{z}$ | cravres |  |  |  |  |
|  | NARU ALAMEDA | $\stackrel{3}{4}$ | cravees | EIrminehar | hayes intnl copp | $\delta$ | Fs |
|  | martd alameda | 15 | cnavres |  | total | 8 |  |
|  | NATC RDTte | 1 | nasc acftcus |  |  |  |  |
|  | warf alameda | 14 | 55 | Floumpielt | dtaso kaman | 3 | NasC acficus |
|  | total | 120 |  |  | tetal | 3 |  |
| ANDKEmS | MASD HG MC | 3 | lant | ERUNSWTCK | vp 8 | 10 | LANT |
|  | VFP 206 | 4 | cravees |  | vP 10 vp | 9 | lant |
|  | $v \in P 306$ | 4 | GNAVRES |  | VP 19 | 1 | lant |
|  | VR 52 DET WASH | 1 | cnavees |  | VP 23 VP 25 | 2 | LANT |
|  | CQTS DET WASH | 4 | cnavres |  | vo 26 | 10 | Lant |
|  | NARU wash oc | \% | cnavres |  | vP 44 | 9 | Lant |
|  | total | 17 |  |  | Nas grunstick | 4 | Lant |
| atlanta | VA 205 | 13 | cnavres |  | total | 45 |  |
|  | VR 54 det atlanta | 3 | cnavres | EUREANK | NPRO RDT*E EURENK | 1 | nasc acfitus |
|  | nas atlanta | 3 | cnavres |  | NPRO REP GUREANK | 1 | fs |
|  | flying clue | 2 | FS |  | total | 2 |  |
|  | total | 21 |  | Cart Pendlet | HML 267 | 26 | PAC |
| ATSLGI | VMFA 122 | 1 | LANT |  | vno ? | 19 | PAC |
|  | VF 151 | 14 | PAC |  | hma 160 | 15 | PAC |
|  | vF 161 | $!$ | PAC |  | HMA 369 | 23 | PAC |
|  | va 56 | 11 | PAC |  | tetal | 87 |  |
|  | ya 93 | 13 | PAC |  |  |  |  |
|  | va 115 | 15 | PAC | CECil field |  |  |  |
|  | VAW 115 HC 1 DFT | 4 | PAC PAC |  | VA VA VA P2 | 12 15 | Lant |
|  |  | $\frac{1}{2}$ | PAC PAC |  | VA 72 VA 89 V1 | 15 | Lant |
|  |  | c | PAC |  | va 82 | 13 | Lant |
|  | HSL 37 DET ? | 1 | PAG |  | va 23 | 1 | Lant |
|  | VMA 211 | 2 | pac |  | VA 86 | 12 | lant |
|  | vagr 152 | 2 | PAC |  | VA 105 va 45 | $1 \frac{3}{2}$ | lant |
|  | HMM 964 | $\overline{3}$ | PAC |  | VA 25 | 12 | lant |
|  | HML 367 | 4 | PAC PAC |  | va vs v 2 | 48 | Lant |
|  | VMFP 3 DET 3 H M M 12 | 1 | PAC |  | vs 24 | 11 | lant |
|  | H+MS 35 | 1 | PAC |  | vs 32 | 11 | tant |
|  | ve 5 | 3 | PAC |  | NAS CECIL FiELO | $\stackrel{2}{7}$ | LANT |
|  | cr 41 mioway | 1 | PAC |  | total | 157 |  |
|  | naf atsugi | 3 | PAC |  |  |  |  |
|  | Nas cuel Pt | 1 | PAC | CHASE | TRARON 24 | 21 | Natra |
|  | fs fahrra | 2 | PAC |  | traron 25 | 23 | natta |
|  | MCAS IWAKUNI aERO Clue | 1 | PAC FS |  | TRARON 26 total | 4 | natra |
|  | arno total | 9 |  |  |  |  |  |
| EAGkAIN | Admsupunt eahrain | 1 | lant |  |  |  |  |
|  | total | 1 |  |  |  |  |  |

# LOCATION OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNIT 

TOTAL PROGRAM AND NON-PROGRAM AIRCRAFT

| LOCATICN | WNIT MAET | $\underset{\mathrm{A} / \mathrm{C}}{\mathrm{Nog}}$ | OM- | LOCATION | UNIT NAME | No. or $\mathrm{A} / \mathrm{C}$ | $\begin{aligned} & \text { CON- } \\ & \text { MAND } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| cherry point | VMA 223 | 18 | LANT | detroit | vp 93 | 9 | CNAVRES |
|  | vMAAK 224 | 1 c | lant |  | vr 52 det oetroit | 3 | cnavres |
|  | vmank 533 | 15 | lant |  | NAF DETROIT | , | cnavres |
|  | vMA 231 | 13 | LANT |  | total | 13 |  |
|  | vMA 231 DET E | 5 | lant |  |  |  |  |
|  | VMA 542 | 20 | LANT | dothan | TRARON 9 | 1 | NATRA |
|  | vma 331 | 21 | Lant |  | TRARON 19 | 2 | NATRA |
|  | vmatu 332 | ${ }^{2}$ | LANT |  | TRARON 23 | 3 | NATRA |
|  | VmGR 252 | 14 | lant |  | traron 26 | 1 | NATRA |
|  | VMAC 2 | 12 | lant |  | total | 7 |  |
|  | H+Ms 32 | 11 | LANT |  |  |  |  |
|  | vmat 203 | 16 | LANT | El centro |  | 13 | PAC fs |
|  | VMAT(AW) 202 CAS | $1 \varepsilon$ | LANT |  | FLY GlUE EL CNTRO | 14 | fs |
|  | HMx 1 Hert point | 1 | Lant |  |  |  |  |
|  | VMA 513 | 1 | PAC | el torn | Vmfa 314 | 14 | PAC |
|  | - arto atlanta | 1 | cnavres |  | VMFA 323 | 13 | PAC |
|  | marto wash de | 1 | cnavres |  | VmFA $5 \geq 1$ | 12 | PAC |
|  | NATC ROT + E | 2 | nasc agftcus |  | VMA 211 | 1 | PAC |
|  | NARF GHERRY POINT | 25 | Fs |  | $V \times A 214$ | 10 | PAC |
|  | fly club cherrypt | 1 | FS |  | VMAAW 121 | 13 | PAC |
|  | fotal | 210 |  |  | VMA 311 | 11 | PAG |
| china lake | v× 5 | 19 | PAC |  | VMGR 352 | 10 | PAC |
|  | NuC China lake | 64 | NASC ACftCus |  |  | \% | Pac |
|  | NGC Chinalake stf | 1 | STF |  | mCAS EL TORO | 4 | PAC |
|  | NWC China lake fs | 2 | FS |  | mapto el torc | 19 | cnavres |
|  | flying clue total | $\stackrel{2}{8}$ | Fs |  | flying clus | 1 | FS |
|  | total | Q |  |  | total | 159 |  |
| columelis | NPRD RDT ${ }^{\text {N }}$ COLMES | 3 | nast acficus | fallon | V.A 223 | 3 | lant |
|  | NPRO REP COLUMRUS | 19 | FS |  | NAS fallon | 4 | PAC |
|  | TOTAL |  |  |  | flyteg clue | 1 | Fs |
| CORPUS CHRIS | H"L 267 | 5 | PAC |  | total | 8 |  |
|  | HMA 360 | t | PAC | FORT WMRTH | USAACOM | 3 | Fs |
|  | VX ${ }^{\text {V }}$, VEE | 1 | PAC PAC | Fort wnrth | usamen total | 3 | Fs |
|  | nas fallon | 2 | PAC | FUTENMA | VMGR 152 |  |  |
|  | Mas lemoore | 1 | PAC | FUTENMA | Mum 164 | 18 | PAC |
|  | MCAS YUMA | 1 | PAC cnavres |  | HMH 361 | 17 | PAC |
|  | marto glenview | 1 | cnavres |  | $\mathrm{HWH}^{\mathrm{H}} 462$ | 17 | PAC |
|  | marto soleymouth | 1 | cnavres |  | HYL 367 | 18 | PAC |
|  | traron 27 | 63 | natra |  | H+MS ${ }^{\text {Hen }}$ | 5 | PAC |
|  | traron 28 | 1 | natra |  | mCas ( H ) futenma | 2 | PAC |
|  | HT 18 NAS CRPS CHRISTI | 10 8 | NATRA |  | total | 00 |  |
|  | COMTRAWING 4 | 53 | natra | glenvish |  |  |  |
|  | ccad corpus. | 1 | ${ }_{\text {f }} \mathrm{S}$ | GLENVISK | VP 90 | 9 | cNares cnavres |
|  | fly clue corpus | 2 | Fs |  | VR 51 | 4 | cnavres |
|  | total | 157 |  |  | nas glenview | 2 | cnavres |
|  |  |  | PAC |  | Marto gilenview | 19 | cnavres |
| cubi point | va 94 | 3 | OAC |  | AEPO ClUE TOTAL | 4 | fs |
|  | VA 113 | 94 | PAC |  | total | 4. |  |
|  | VA 146 | 4 | PAC | guak | vo 3 | 1 | PAC |
|  | VP 22 | ${ }^{9} 8$ | PAC <br> $P A C$ |  | total | 1 |  |
|  | VC 5 | 13 | PAC | Grosse ile | flying club |  | FS |
|  | nas cuei pt | 7 | PAC | grosse Ile | flying club total | 2 | Fs |
|  | TOTAL | 74 |  |  |  |  |  |
| culver city | hughes agft go | 2 | NaSC ACftcus | gtmo eay | VE 10 NAS GTMO bay | 9 | LANT |
|  | total | 2 |  |  | nas gimo bay total | 15 | Lant |
| dahlgren | glying clue | 1 | FS | ictlant | navita keflavix | 2 | LANT |
|  | total | 1 |  |  | total | 2 |  |
| dallas | VfP 63 | 1 | PAC | INDIANAPOLIS | FLYing club ind |  | FS |
|  | VF 201 | 14 | cnavres | INDIANAPOLIS | FLYiNG GLUB INDTAL | 1 | Fs |
|  | VF 202 | 14 | CNAVRES |  |  |  |  |
|  | VA 303 \% ${ }^{\text {VR }} 53$ det dallas | 1 | cnaves | IWAKUNI | VMFA 122 | 11 | Lant |
|  | VR 53 det dallas NAS DALLAS | 3 | cnavres | iwakur | VMFA 312 | 12 | lant |
|  | MAR DALLAS | 18 | CNAYRES |  | VMAAM 224 | 1 | LANT |
|  | NPRO RDT+E DALLAS | 3 | nasc acficus |  | VMAAN 332 | 12 | PANT |
|  | NPRO REP ORLLAS flying clue | 17 | Fs |  | VMA 311 | ¢ | PAC |
|  | flying clue total | 78 | FS |  | VmFP 3 det 3 | 3 | PAC |
|  |  | 78 |  |  | H+MS 12 | ? | PAC |
|  |  |  |  |  | meas itakuni total | 78 | PAG |

## DECLASSIFIED

## LOCATION OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNIT

TOTAL PROGRAM AND NON-PROGRAM AIRCRAFT

| Location | UMTT Mast | ${ }_{\text {No. }}^{\text {N/ }} \mathbf{C}$ | CON- | LOCATION | UNIT NAME | No. or $\mathrm{A} / \mathrm{C}$ | $\begin{aligned} & \text { COM- } \\ & \text { MAND } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| jacksonville | V4 174 | 2 | LANT | LEMOORE | VA 97 | 95 | PAC |
|  | hs 1 SEA Comp | 4 | LANT |  | VA 113 | 2 | PAC |
|  | HS 3 | 1 | lant |  | VA 146 | 12 | PAC |
|  | HS ? | 7 | LANT |  | Va 147 | 8 | PAC |
|  | HS 9 | 8 | Lant |  | VA 192 | 11 | PAC |
|  | HS 11 | 19 | LANT |  | VA 195 | 14 | PAC |
|  | HS 1 | 15 | LANT |  | VA 122 | 43 | PAC |
|  | VP 5 | 9 | LANT |  | VA 127 | 10 | PAC |
|  | vp 16 | 9 | LANT |  | nas lemoore | 5 | PAC |
|  | vp 24 | 9 | LANT |  | aero club lemoore | 2 | FS |
|  | vP 49 | 9 | lant |  | total | 118 |  |
|  | vP 30 | 20 | LANT |  |  |  |  |
|  | VP 30 Vr det NAS JACKSONVILLE | 2 | lant | long efach | npro long eeagh | 5 | Fs |
|  | va 2 ? | 1 | PAC |  |  |  |  |
|  | VA 97 | 1 | Pac | Los Alamitos | flying glub | 3 | Fs |
|  | va 122 | 3 | pac |  | total | 3 |  |
|  | $v \times 5$ | 1 | PAC |  |  |  |  |
|  | va 203 | 13 | cnavres | los anfeles | AFPro no american | 3 | fs |
|  | vo 62 | 11 | cnavres |  | total | 3 |  |
|  | vP 90 | 1 | gnavres |  |  |  |  |
|  | ve 99 ve c | 1 | cnavres | marietta | VMGR 152 | 1 | PAC |
|  | vp 92 | 1 | cnavres |  | total | 1 |  |
|  | VP 93 VP 58 | 1 | cnavres |  |  |  |  |
|  | ve 58 | 3 | gnavres | MAYPORT | HSL 36 | 7 | Lant |
|  | naru jax | 1 | cnavres |  | HSL 3t DET 3 | 1 | LANT |
|  | marto jax | 12 | cnavres |  | MSL 36 DEE ${ }^{\text {C }}$ | 1 | lant |
|  | NuC China lake | 1 | nasc acficus |  | CV 59 forrestal | 1 | LANT |
|  | PMRF HAN AREA | ${ }^{2}$ | STf |  | cv oc saratoga | 1 | lant |
|  | narf Jacksonville | 19 | Fs |  | navsta mayport | 2 | LANT |
|  | flying club | 3 | Fs |  | total | 13 |  |
|  | total | 178 |  | *CMURDD SOUN | VXE 6 | 2 | PAC |
| kadena | vma 231 det b | 1 | lant |  | iCTAL | 2 |  |
|  | v. 50 | 2 | PAC |  |  |  |  |
|  | VMFA 235 | 24 | PAC | MEMPHIS | VP 67 V 53 | 9 | cnavres |
|  | vMa 54こ DET \% | 1 | PAC |  | VR 53 | 3 | cnayres |
|  | Wurs 1 | 1 | PAC |  | NARU MEMPHIS | 1 | enavres |
|  | comfltact okinawa | 1 | PAC |  | MARTO MEMPHIS | 14 | cnayres |
|  | total | 26 |  |  | NAS MEMPHIS flying tlue | $\frac{2}{2}$ | NATRA FS |
| kaneote | VMFA 212 | 13 | PAC |  | total | 31 |  |
|  | VMFA 232 | 15 | PAC |  |  |  |  |
|  | HMM 165 | 13 | PAC | *eridian | traron 7 | 32 | nAtra |
|  | HMm 262 | 12 | PAC |  | traron 9 | 97 | NATRA |
|  | HMM 265 | 22 | PAC |  | traron 19 | 17 | natra |
|  | HMH 463 | 11 | PAC |  | Nas meridian | 4 | natra |
|  | H+ms 24 | 1 | PAC |  | total | 70 |  |
|  | SOTMS KANEOHE | 3 | PAC |  |  |  |  |
|  | total | 90 |  | MIAMI | tracor marine oiv | $\begin{aligned} & 3 \\ & 3 \end{aligned}$ | Nast acficus |
| kavai prkne | pmrf haw area | 6 | STF |  |  |  |  |
|  | total | 6 |  | Midmay | VF 161 | 3 | PAC |
|  |  |  |  |  | VA 56 | 3 | PAC |
| xeflavik | Vf 23 | - | LANT |  | HC 1 DET 2 | 3 | PAC |
|  | flying clue | 1 | Fs |  | TOTAL | $\varepsilon$ |  |
|  | jotal | 9 |  | miramar | vf 9 | 13 | PAC |
| key west | vf 171 det key w | 11 | Lant |  | VF 2 | 14 | PAC |
|  | RVAh 7 | 3 | Lant |  | $v=21$ | 5 | PAC |
|  | nas key west | 4 | lant |  | vF 24 | 12 | PAC |
|  | flying clue | 1 | fs |  | VF 114 | 5 | PAC |
|  | total | 19 |  |  | VF 154 | 7 | PAC |
|  |  |  |  |  | vF 211 | 8 | PAC |
| kingsville | traron 21 | 22 | natra |  | VF 213 | , | pac |
|  | traron 22 | 20 | natra |  | VF 121 | 13 | PAC |
|  | traron 23 | 46 | natra |  | VF 124 | 37 | PAC |
|  | Nas kingsville | 9 | natra |  | VF 126 | 13 | PAC |
|  | total | 95 |  |  | VFP 63 | 11 | PAC |
|  |  |  |  |  | VFP 63 DET 9 | 3 | PAC |
| KIRTLANO AFE | nuef kirtlano afb | 5 | NASC ACFTCUS |  | $\begin{array}{llll}\text { VFP } & 63 & \text { DET } \\ \text { VFP } & 3 \\ \text { DET }\end{array}$ | 4 | PAC PAC |
|  | total | 5 |  |  | $\begin{array}{ll}\text { VFP } & \text { G3 DET } \\ \text { VFP } & \text { O3 }\end{array}$ | $\frac{3}{3}$ | PAC |
| LakE CIty |  |  |  |  | PVAw 110 | 9 | PAC |
|  | VMGR 352 | 5 | PAC |  | Vab 113 | 4 | PAC |
| : | VXE 6 | 2 | PAC |  | Vaw 110 | 4 | PAC |
|  | total | $\varepsilon$ |  |  | VAH 117 | 3 | PAC |
| Lakehurst |  |  |  |  | VC 7 | 1 | PAC |
|  | NATtC LAKEHURST | $?$ | CNAVRES |  | nas mipamar | 2 | pac |
|  | natc lakehurst | 5 | masc acftcus |  | vF 301 | 13 | cnavres |
|  | flying clue | 1 | FS |  | VF 302 | 14 | CNavres |
|  | total | 14 |  |  | VAW 88 Ve 13 | 5 | chavres cnavres |
|  |  |  |  |  | total | 233 |  |
|  |  |  |  | MISAKA | naf misawa | 4 | PAC |
|  |  |  |  |  | total | 4 |  |

## LOCATION OF AIRCRAFT INYENTORY BY ORGANIZATIONAL UNIT

IOTAL PROGRAM AND NON-PROGRAM AIRCRAFT

| LOCATICM | Hith mat | $\mathrm{No.}_{\mathrm{A} / \mathrm{C}}^{\mathrm{O}}$ | OCN- | LOCATIOA | UNIT MAME | $\begin{gathered} \text { NO. oir } \\ \mathbf{A} / \mathrm{C} \end{gathered}$ | $\mathrm{COM}-$ MAND |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MCFFETT FIEL |  | 9 | PAC |  | NARU NORFOLK | 1 | cnavres |
|  | ve 19 | 9 | PAC |  | marto norfolk | $\varepsilon$ | cnavres |
|  | vP 40 | $\varepsilon$ | pac |  | narf norfolk | 18 |  |
|  | ve 46 | $\varepsilon$ | PAC |  | NAS NORFOLK | ${ }_{\text {c }}$ | FS |
|  | vo 47 | $\varepsilon$ | PAC |  | flying clue total | 17 | FS |
|  | ve 48 |  | pac |  | total | 217 |  |
|  | VP 50 vo 51 | 8 | PAC | NORTH CAROLI | NC DEPT Of CONSV | 4 | Fs |
|  | Vo 31 vP 31 VPr det | 18 | PAC PAC | North cafoli | ne dept of consval | 4 |  |
|  | vP 91 | 8 | enavres |  |  |  |  |
|  | fly club moffett | 1 | Fs | NORTH ISLAND | UF 121 | c | PANT |
|  | TOTAL | 86 |  |  | HS 2 | 6 | PAC |
| MONTERFY | flying clue | a | Fs |  | HS HS H | 3 | PAC |
|  | miging total | 2 |  |  | HS <br> HS <br> 12 | 4 | PAC |
| MORTON | USAAC foing vert | 1 | NASS ACftelus |  |  | ${ }_{8}$ | PAC |
|  |  | 1 |  |  | vs 38 | 1. | PAC |
| NEH ORLEANS |  |  |  |  | HS 10 | 8 | PAC |
|  | VP 96 | 12 | CNAVRES |  | vs 49 | 29 | PAC |
|  | VR 56 | 3 | cnavres |  | VFP 83 | 1 | PAC |
|  | NAS NEH ORLEANS MARTD NEW ORLEANS total | 10 | enavres |  | HC 1 | 5 | PAC |
|  |  | 15 | cnavres |  | HC 1 OET 3 | 3 | PAC |
|  |  | 49 |  |  | HC 3 | 10 | $p A C$ |
| NEMPORT EEAC | fly srs ting total | 3 | FS |  | HE 3 OET 105 | - | PAC |
|  |  | 3 |  |  |  | 10 | PAC |
| NEw fiver |  |  |  |  | HSL 39 | 10 | $P A C$ |
|  | Hex 269 | $1{ }^{18}$ | Lant |  | HSL 31 det e | 1 | PAC |
|  | Hum 263 | 15 | lant |  | HSL 33 | 9 | PAC |
|  | HMM 264 | 1 | lant |  | HSL 33 LMP DET 4 | ? | PAC |
|  |  | 15 | LANT |  | HSL ${ }^{\text {² }}$ | 6 | PAC |
|  | Hem 461 | 24 | lant |  | HSL ${ }^{\text {HSL }}$ LMP DET ${ }^{\text {a }}$ | 1 | PAC |
|  | HML 96? | 27 | Lant |  | LPH 3 OKINAKA | 1 | PAC |
|  |  | 1 c | lant |  | LPH 10 TRIPOLI | 1 | PAC |
|  | HMT 204 | 26 26 | lant |  | LPH 11 NEM orlean | 1 | PAC |
|  | m(as (h) new river | 2 | lant |  | LHA PEELLEAU WD | 3 | PAC |
|  | marto atlanta total | 24 | cnavres |  | VRC So | 1 | PRAC |
|  |  | 191 |  |  | HMM 165 | 1 | PAC |
| NOPFGLK | VAg 33 |  |  |  | HMM 262 | 2 | PAC |
|  | RYait 120 | 12 | LANT |  | HMH 4ts |  | PAC |
|  | VAN 12? | 4 | Lant |  | VMFP 3 | 3 | PAC |
|  | VAW 124 | 4 | lant |  | vemat 101 | 1 | PAC |
|  | vaw 125 | 4 | LANT |  | ve 3 | \% | PAC |
|  | HS 6 | 5 | lant |  | NAS NORTH island | $i$ | PAC |
|  | HC 6 OET 3 | $\stackrel{1}{2}$ | Lant |  | SOCMS KANEOHE | 1 | PAC |
|  | HC 6 DET 5 | 2 | Lant |  | HC 9 | 6 | cnavres |
|  | H* 12 | 5 | lant |  | HS <br> V 24 <br> VP | , | cNavres |
|  | HM 14 $H M$ | $\stackrel{¢}{\delta}$ | lant |  | MARTD dallas | 1 | cravres |
|  | HSL 30 | 1 ¢ | Lant |  | MARU NORIS | 1 | CNavRES |
|  | HSL 3C MC+G OET A | 1 | lant |  | NATC ROT+E | , | NASC acficus |
|  | HSL 32 | 7 | lant |  | NAS PT MUGU(PMTC) | 1 | NASC ACFTCUS |
|  | HSL 32 <br> HSL 34 | 1 | LANT |  | NARF NORTH ISLAND | 53 | fs |
|  | HSL 34 DET 2 | 9 | LANT |  | Fly elue noris | 3 | fs |
|  | HSL 34 DET 6 | 1 | Lant |  | total | 240 |  |
|  | HSL 34 DET 8 | 1 | Lant | OCEANA |  |  |  |
|  | LPH 2 IWO JIMA | 1 | lant | oceana | VF 14 | 12 | LANT |
|  | LPh 7 guadacanal | 1 | LANT |  | vF 39 | 15 | LANT |
|  | LPH 9 GUAM | 1 | lant |  | vF 32 | 17 | lant |
|  | lha 2 saipan |  | Lant |  | VF 33 VF 41 | 11 | lant |
|  | lha 4 nassalu | 1 | lant |  | VF 49 | 14 | Lant |
|  | VRC 40 | 13 | lant |  | vF 74 | ${ }^{\text {a }}$ | LANT |
|  | CVN 69 EISENHWR | 1 | lant |  | VF 84 | 13 | LANT |
|  | CV GZ INDEPEND | 1 | Lant |  | VF 103 | 10 | LANT |
|  | CVN 68 AMERIMIT | 1 | LANT |  | va 35 | 15 | tant |
|  | NAS NORFOLK | 5 | lant |  | va 75 | 14 | Lant |
|  | $v{ }^{\text {v }} 1$ | 5 | PAC |  | VA 85 | 19 | lant |
|  | $v F$ ? | 3 | Pac |  | VA 101 | 29 | Lant |
|  | VF $\mathrm{VF}_{124}$ | 2 | PAE |  | vF 171 | 10 | LANT |
|  | lha 1 tarama | 1 | Pac |  | VA 4 ? | 21 | LANT |
|  | $v \times 4$ | 1 | pac |  | VF 43 | 20 | LANT |
|  | VAw 78 | 5 | CNAVRES |  | Nas oceana | 5 | LANT |
|  | HACL) 4 |  | cnavres |  | vc 12 | 9 | enavres |
|  | ve 56 | 3 | cnayres |  | total | 281 |  |

DECLASSIFIED

## LOCATIOM OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNIT

JOTAL PROGRAM AND NON-PROGRAM AIRCRAFT

| Location | tait mars | $\begin{gathered} \text { No. } \mathrm{OF} \\ \mathrm{CF} \end{gathered}$ | $\operatorname{com}-$ | LOCATIOA | unit name | No. OF $A / C$ | $\mathrm{COM}-$ MAND |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OLATHE | AEPO clue total | $\underset{2}{2}$ | FS | puerto rico | navita roosvet ro | $3$ | lant |
| OkLAND | flying clur total | 1 | FS | glantico | hmx 1 <br> hmx 1 EXEC fLTDEt <br> Flying glue | $\begin{array}{r} 15 \\ 17 \\ 6 \end{array}$ | LANT <br> LANT <br> FS |
| Panama city | navcosyslae total | $\begin{aligned} & 2 \\ & 2 \end{aligned}$ | nast acficus | ROQSEVFLT RO | ham 2 TOTR | 28 28 | Lant |
| PENSACOLA | Vf 43 va 45 HC 10 vC 10 | 1 1 12 1 | LANT LANT LANT LANT |  | VCL 8 \% clue | $\begin{gathered} 10 \\ 3 \\ 29 \end{gathered}$ | LANT |
|  | VA <br> VF <br> VA <br> 126 | $\stackrel{\square}{4}$ | PAC | ROTA | Vp 11 vo 2 | 8 13 | LANT |
|  | VA 127 | 3 | PAC |  | VR 24 det rota | $4$ | LANT |
|  | HS 2 HS \% | 1 | PAC PAC |  | NaVSTA ROTA FLy club | $\begin{aligned} & 7 \\ & 2 \end{aligned}$ | fant |
|  | HS 10 HC 1 | 2 | PAC PAC |  | total | 34 |  |
|  |  | 5 | PAC PAC | SACMAMFNTO | Cal deft of consv | $\begin{aligned} & 52 \\ & 52 \end{aligned}$ | Fs |
|  | MMH HMH 462 H | 3 1 | PAC PAC | SAN DIFGO | cu 64 constel | 1 | PAC |
|  | Has 4 4 | 1 | PAC |  | total. | 1 |  |
|  | H+MS 24 $H M T S ~$ 3 | 1 | PAC | SANTA ANA | HMW 161 | 18 | PAC |
|  | UMAT 102 | 4 | pac |  | HMM 16 ? | 18 | PAC |
|  | $v \times 4$ | 1 | PAC |  | HMM 268 | 15 | PAC |
|  | VC ${ }^{\text {NAS NOETH }}$ ISLAND | 1 | PAC |  | HMH $\begin{aligned} & \text { HOH } \\ & 3 \in S\end{aligned}$ | $1 \frac{3}{5}$ | PAC |
|  | mCAS EL TORO | 1 | PAC |  | HMT 301 | 18 | PAC |
|  | HC 9 | 1 | cnavres |  | total | 87 |  |
|  | $\begin{array}{ll}\text { VC } & 17 \\ \text { HS } & 74\end{array}$ | 1 | CNAYRES cnavres chaver | Saufler fiel | nas saufley fld | 3 | natra |
|  | HS 75 | $\bar{z}$ | cnavres |  | total | 3 |  |
|  | Marto alameda Marto dallas | 1 | catres | SIGCNELLA | ve 45 | 9 | Lant |
|  | Martd iallas Marto Jax | 1 | cnavres |  | VR 24 | 17 | lant |
|  | Marto memphis | 1 | cnavres |  | naf Sigonella | 0 | LANT |
|  | NAS NEW ORLEANS | 1 | cnavres |  | total | 32 |  |
|  | marto someymouth | 3 | cNavRES | SOUTH WEYMOU | HS 74 | c | cnavres |
|  | MARTD WILLON GRVE MARTD EL TORO | 3 | CNAVRES CNAVRES | sourn wernou | vp 92 | $\varepsilon$ | cnavres |
|  | traron 4 | 35 | natra |  | NAS SO WEYMOUTH | 1 | cnavres |
|  | traron 10 | 32 | natra |  | MARTD SOWEYMOUTH | 10 | cnavres |
|  | traron 21 | 3 | natra |  | flying clue | 33 | FS |
|  | traron 22 | 2 | natra |  | TOTAL | 33 |  |
|  | TRARON 24 <br> TRARON 25 <br> LRARON | 4 | natra NATRA | st Lours | AFPRO ST LOUIS | 10 | NASC ACFTCUS |
|  | traron 20 | 1 | natra |  | total | 10 |  |
|  | tramen 27 | $\varepsilon$ | natra |  |  |  |  |
|  | TRARON 86 CNT | 30 | Natra | STRATFDRD | NPRO RCTtE STRFRD | 2 | NASC Acftcus |
|  | CVT TE LEXINETON | 1 | natra | STRATFISR | NORO REF Stratard | 14 | Fs |
|  | flight demo team | 10 | natra |  | total | 10 |  |
|  | comtraming 5 | 203 | natra |  |  |  | lant |
|  | naf wrmaster rdte | 1 | NaSC Acficus | SUFFCL* | naf mildenhall total | 3 | Lant |
|  | NATC RDTtE | $\stackrel{3}{3}$ | nasc acficus |  | fotal |  |  |
|  | PMRE NARF PENSACEA | 38 | $\begin{aligned} & \text { STF } \\ & \text { FS } \end{aligned}$ | TUCSON | masde dmage | 502 | Fs |
|  | Narf pensacola total | 462 |  |  | total | 502 |  |
| POINT Muge | Hma 160 | 6 | PAC | tulsa | DCASO TULSA RDTAE | $\stackrel{2}{2}$ | NASC ACFTCUS |
|  | $v \times 4$ | 15 | PAC |  | total | 2 |  |
|  | VXE 6 | 9 | PAC |  |  | 1 | FS |
|  | VA 305 VP 65 | 13 8 | cnavres chavres | vipginia | VA inst mar sci total | 1 | Fs |
|  | Ha(L) 5 | 4 | cnavies | NARMINETER |  |  | NASC ACftcus |
|  | NAS PT MUGU PACMISTESTEN( | $\stackrel{8}{8}$ | NASC ACFTCUS NASC ACFTCUS | warmineter | NAF WRMNSTER RDTE <br> flying clue | 11 4 13 | FS |
|  | nas pt mugue pmic) | 40 | NasC acficus |  | total | 13 |  |
|  | flying clue total | 111 | FS | WASHINGTON |  | 1 | nasc acftcus |
|  | TOTAL | 111 |  |  | ERDA | 1 | Fs |
| PTXNT PIVER | vo 4 | 11 | Lant |  | total | 2 |  |
|  | $v \times 1$ | 14 | LANT | *ERSTER FLD | NESTEO FLY Clue | 1 | FS |
|  | VXN 8 VXN 8 Magnet mot | 3 | LANT | WERSTER FLD | NESTEO TOTAL | 1 | fs |
|  | vp 68 | $\varepsilon$ | cnavres |  |  |  |  |
|  | NRL PAX RIVER | 4 | nasc acficus |  |  |  |  |
|  | Natc Rot*e | 57 | masc acftees |  |  |  |  |
|  | NAS PAX RIV(SAR) | 5 | STF |  |  |  |  |
|  | NAV TEST PIL SChl | 34 | STF |  |  |  |  |
|  | total | 137 |  |  |  |  |  |

LOCATION OF AIRCRAFT INVENTORY BY ORGANIZATIONAL UNIT

TOTALPROGRAM AND NON-PROGRAM AIRCRAFT
TABLE 11

| Location | Thit max | ${ }_{\text {mo. of }}$ | con- | LOCATION | USIT MNME | $\mathrm{NO} \mathrm{i} / \mathrm{CF}$ | $\begin{aligned} & \text { COM- } \\ & \text { HAND } \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| W palm beach | nusc det autec total | $\begin{aligned} & 5 \\ & 5 \end{aligned}$ | nasc acfteus |  |  |  |  |
| Whideer isla | ve 95 | 14 | PAC |  |  |  |  |
|  | VA 145 | 8 | Pac |  |  |  |  |
|  | VA 165 VA 190 | 14 | PAC PAC |  |  |  |  |
|  | va 128 | 24 | pac |  |  |  |  |
|  | vas 129 | 9 | pac |  |  |  |  |
|  | vae 130 | 4 | pac |  |  |  |  |
|  |  | 4 | PAC |  |  |  |  |
|  | vao 133 | 4 | PAC |  |  |  |  |
|  | vab 134 | 4 | PAC |  |  |  |  |
|  | vag 136 | 3 | PAC |  |  |  |  |
|  | VCP ${ }^{\text {a }}$ Whidgy island | 10 7 | PAC PAC |  |  |  |  |
|  |  | \% | cnavres |  |  |  |  |
|  | VR 51 DET WHIDPEY | 4 | cnaves |  |  |  |  |
|  | flying clue | ${ }_{3}$ | fs |  |  |  |  |
|  | total | 14.4 |  |  |  |  |  |
| whiting fiel | HT 8 | 36 | natra |  |  |  |  |
|  | HT 18 | 50 | natra |  |  |  |  |
|  | Nas whiting flying clue | $\begin{aligned} & 2 \\ & 1 \end{aligned}$ | $\begin{aligned} & \text { NATRA } \\ & \text { FS } \end{aligned}$ |  |  |  |  |
|  | dotal | 97 |  |  |  |  |  |
| hichita | dCaso wichita | 7 | nasc acficus |  |  |  |  |
|  | dcaso hichita total | $\begin{aligned} & 7 \\ & 9 \end{aligned}$ |  |  |  |  |  |
| WILLOW Grove | vp 64 | 9 | cnaves |  |  |  |  |
|  | ve ve ve St | 3 | cnaves cnaves |  |  |  |  |
|  | NAS WILLOW GROVE | 1 | cnavres |  |  |  |  |
|  | $\underset{\text { MARTD WILLOG GRVE }}{ }$ | 19 | ${ }_{\text {c }}^{\text {cnavies }}$ |  |  |  |  |
|  | tital | 43 |  |  |  |  |  |
| ruma | va 37 | , | lant |  |  |  |  |
|  | VA 105 | 12 | LANT |  |  |  |  |
|  | VMFA VMFA U53 | $\begin{aligned} & 2 \\ & 3 \end{aligned}$ | Lant |  |  |  |  |
|  | VMA 513 | 11 | pac |  |  |  |  |
|  | vMa 512 D | 5 | pact |  |  |  |  |
|  | VMAT 102 | 22 | PaC |  |  |  |  |
|  | virat 909 | 29 | pac |  |  |  |  |
|  | meas ruma | ? ${ }^{\text {a }}$ | pac |  |  |  |  |
|  | marto wash dc total | $\begin{array}{r} 195 \\ 11^{9} \end{array}$ | cnavres |  |  |  |  |
| unk | naveruitcom | 53 | Natra |  |  |  |  |
|  | Cornell universty | 1 | nasc acftcus |  |  |  |  |
|  | DEPT AGRICULTUPE PUREAU Of customs | $4$ | Fs FS |  |  |  |  |
|  | nasa | 5 | Fs |  |  |  |  |
|  | usaf | 1 | fs |  |  |  |  |
|  | iotal |  |  |  |  |  |  |
|  | grand total | 6398 |  |  |  |  |  |


[^0]:    a) Does not include airctatt o : uat ro Mavy
    

