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Sent: Wed, 25 Jun 2003 15:40:01 UT
To:
Subject: [6R00210647U.CGS] INTERIM CHANGE TO OPNAVINST 3110.11T WRT RESEARCH DEVELOPEMENT
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SUBJ/INTERIM CHANGE TO OPNAVINST 3110.11T WRT RESEARCH DEVELOPEMENT
/TEST AND EVALUATION E-2C AIRCRAFT// REF/A/LTR/CNASC SER AIR 4.3.3.2-7.2108/08MAY03// AMPN/REF A IS COMNAVAIRSYSCOM AIR 4.3 ENDORSEMENT OF A REVISION TO THE E-2C OPERATIONAL SERVICE PERIOD (OSP) FOR AIRCRAFT ASSIGNED TO RDT&E SQUADRONS.//

PAGE 02 RUENAAA3334 UNCLAS
PAGE 2 RUENAAA3334 UNCLAS
POC/V. M. SCOTT/CDR/OPNAV N781C1/-/TEL:COMM: (703) 604-7748
/TEL:DSN:664-7748// RMKS/1. IVO REF A, OSP REVISION FOR E-2C AIRCRAFT ASSIGNED TO RDT&E SQUADRONS IS APPROVED. OSP FOR E-2C AIRCRAFT ASSIGNED TO RDT&E SQUADRONS IS REVISED TO REFLECT A OSP CYCLE OF 60 MONTHS IN SERVICE, 2 MONTH DEPOT EVENT, 60 MONTHS IN SERVICE, 4 MONTH DEPOT EVENT. 2. THE ABOVE OSP REVISION IS ONLY VALID WHILE AN E-2C AIRCRAFT IS ASSIGNED TO A RDT&E SQUADRON. THE OSP REVERTS TO FLEET E-2C OSP CYCLE UPON AIRCRAFT RETURN/REASSIGNMENT TO A FLEET SQUADRON. 3. THE E-2C FST WILL DEVELOP AND PROMULGATE A REVISED FIXED INDUCTION DATE (FID) SCHEDULE FOR RDT&E E-2C AIRCRAFT BASED UPON THE REVISED OSP. IN THE EVENT OF E-2C REASSIGNMENT TO THE FLEET FROM A RDT&E ACTIVITY, THE E-2C FST WILL RE-ESTABLISH FID UNDER FLEET E-2C OSP GUIDELINES AND PROMULGATE ACCORDINGLY. 4. THIS CHANGE WILL BE REFLECTED IN THE NEXT UPDATE TO OPNAVINST 3110.11.// BT

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

IN REPLY REFER TO

OPNAVINST 3110.11T
N881C
19 February 1993

OPNAV INSTRUCTION 3110.11T

From: Chief of Naval Operations

Subj: POLICIES AND PEACETIME PLANNING FACTORS GOVERNING THE USE OF NAVAL AIRCRAFT

Ref: (a) NAVAIRINST 13120.1B (NOTAL)
(b) NAVAIRINST 13130.1A (NOTAL)
(c) NAVAIRINST 4790.20 (NOTAL)
(d) OPNAVINST 5442.2G (NOTAL)
(e) F/A-18 Aircraft Paint and Corrosion Evaluation (PACE) LES GEN SPEC/NI 31023-89, Rev A.

Encl: (1) Definitions
(2) Peacetime Planning Factors for Naval Aircraft

1. Purpose. To issue the policies and peacetime planning factors governing the management and use of naval aircraft.

2. Cancellation. OPNAVINST 3110.11S.

3. Definitions. For the purpose of this instruction, the definitions outlined in enclosure (1) apply.

4. Scope. This instruction applies to all program aircraft listed in enclosure (2), non-program aircraft on bailment and on loan referred to in paragraph 6, and drone control/drone classes. Peacetime planning factors contained in enclosure (2) are analytically based with updates provided individually and on an annual basis, by Commander Naval Air Systems Command (COMNAVAIRSYSCOM) (AIR-411) for each Type, Model, Series (T/M/S) aircraft. Operation of naval aircraft beyond the most restrictive limits contained in references (a) and (b) is not authorized unless the aircraft is extended by Office of the Chief of Naval Operation (OPNAV) via COMNAVAIRSYSCOM (AIR-411).

5. General. Each aircraft T/M/S will adhere to its prescribed Operational Service Period (OSP) during its service within the active inventory. Unless removed from the operating inventory earlier, each aircraft's total operating service life (OSL) will be limited by the most restrictive flight hour or structural

fatigue life limitation established in references (a) and (b). OSL in months (OSL MO) is the average remaining life divided by the planned flying hours and will be updated annually to correlate with actual flight hours and/or Structural Appraisal of Fatigue Effects (SAFE) fatigue service life limits as an aircraft population proceeds through its actual service life. OSL MO will be used for all Standard Depot Level Maintenance (SDLM) and associated long range planning. All OSP/OSL recommended adjustments shall be made by the aircraft Cognizant Field Activity (CFA) via COMNAVAIRSYSCOM (AIR-411). These recommendations will be based upon Reliability Centered Maintenance (RCM) analysis, reference (c). Aircraft with revised OSP's listed in enclosure (2) (except those in some phase of standard rework) will have their period end dates (PED) changed immediately upon receipt of this instruction. Phase-in of Standard Depot Level Maintenance (SDLM) scheduling and induction of aircraft is authorized in order to allow for orderly transition to the new service period lengths. Each PED adjustment will be included in cumulative time for the aircraft service life (months), but will not change the OSP's listed in enclosure (2).

6. Aircraft on Bailment or Loan. While in bailment or loan status, the aircraft usage, aging rate, required repairs, inspections, support and accountability, will be as determined by the terms of the bailment or loan agreement. When an aircraft is returned to the active inventory after a period in bailment or loan status, it is the responsibility of the CFA to evaluate the life and condition of the aircraft, to determine its position in operating service life and to make proper entries in its log book and other records. Authority of the Chief of Naval Operations (CNO)(N880G) is required before any aircraft may be assigned to bailment or loan.

7. Procedures

a. Computation of Actual OSP time. An individual OSP includes all calendar time in an operating status while in the custody of an operating command. A period commences with receipt of the aircraft from SDLM or new production, continues through adjustments or extension, and terminates when the aircraft leaves operating status for:

(1) Delivery to a rework facility for induction into SDLM or SDLM/Modification.

(2) Delivery to rework facility and transfer to COMNAVAIRSYSCOM Fleet Support (FS) custody for storage if its service PED (covered below) has been reached.

(3) Delivery to a storage point and transfer to COMNAVAIRSYSCOM (FS) custody for storage if its service PED (covered below) has been reached.

b. Additional adjustments and considerations for an aircraft OSP calculation are:

(1) The month in which the operating command receives the aircraft from SDLM or new production is not counted: count as 1 month the month the aircraft leaves operating status, as covered above.

(2) Special Rework or time in SDLM are not included in OSP computations.

(3) An aircraft inducted into storage before its current OSP is completed may be returned to operating service in the current period provided it is warranted by the results of a breakout inspection.

(4) An aircraft will continue in its current period if transferred in an operating status to another operating command during the period.

(5) No adjustments to flight hour/life limitations will be made in the final OSP.

(6) Completion of SDLM starts the aircraft in a new OSP and PED.

c. Computation of Service Period End Date. A service PED will be either the last day of the month in which the operating period limitation in months is reached, or, if prior to reaching the month limitation, the day the flight hour limitation is reached. In either case, PED will be reported as the month in which the limitation is reached and extensions, if applicable, will be based on this month. See paragraph 7e. Individual PED adjustments do not alter subsequent Operating Service Months or Flight Hour Periods for the entire T/M/S, as set forth in enclosure (2). In the initial computation of the PED, no allowance will be made for Special Rework. The PED will be changed per reference (d) during an operating period as actual special rework time is accumulated.

d. Aircraft Service Period Adjustment (ASPA). All T/M/S aircraft eligible for the ASPA program will receive an ASPA evaluation between PED minus 180 days and PED plus 90 days, unless specifically exempted. The controlling custodian may request a waiver from CNO (N881C) to exempt an aircraft from an ASPA evaluation and induct directly into SDLM for operational necessity. CNO (N881C) is the approving authority for all other exemption requests.

(1) The ASPA evaluation shall result in either a recommendation that the aircraft be inducted into SDLM prior to PED plus 90 days, or that the aircraft's PED be adjusted 12 months beyond the current PED. The PED shall be adjusted to the MSP if the MSP is less than 12 months from the current PED.

(2) Aircraft failing ASPA and not inducted into SDLM prior to PED plus 90 days will be received into FS custody in an authorized Commercial Rework Activity or a Naval Aviation Depot (NAVAVNDEPOT) and grounded.

(3) Any aircraft that receives an initial ASPA PED revision shall require an additional ASPA evaluation as a minimum for any further PED revisions. As a general guideline no more than 21 months should elapse between ASPA evaluations.

(4) ASPA evaluations will not normally be conducted aboard ship.

(5) A Maximum Service Period (MSP) may be established for an aircraft when a mandatory operating limit will prevent that aircraft from receiving its next ASPA evaluation. The aircraft will then return for SDLM once it reaches its established limit.

(6) Aircraft subject to mid-term inspections and, on an individual basis, aircraft on extension, scheduled for Conversion in Lieu of Procurement (CILOP), Service Life Extension Program (SLEP) or Major Modification are exempt from ASPA.

e. Extensions of Period. Certain aircraft in satisfactory material condition but not covered by ASPA may qualify for an extension beyond their designated PED, but no extension is authorized if any service life limits or technical directives (TD) time compliances per references (a) or (b) will be exceeded.

The extension to PED for aircraft not covered by ASPA is separate and distinct from a PED adjustment under ASPA. Extensions do not alter PED, adjustments do. When the material condition of an aircraft cannot be determined, the controlling custodian will

request that a survey inspection be conducted by CFA for certification prior to extension. Results of this survey shall be forwarded to the CFA and COMNAVAIRSYSCOM (AIR-530, AIR-411). Extensions will be granted per the following:

(1) Non-RCM Aircraft. Aircraft not subjected to Reliability Centered Maintenance (RCM) analysis may remain in service beyond the months prescribed provided they are required in support of urgent operational requirements and/or to maintain authorized operating strength when a replacement aircraft is not available.

(2) RCM Aircraft. Aircraft subject to RCM may qualify for an extension of their designated PED provided they meet the criteria listed below:

(a) Aircraft which have both an operating month and flight hour limitation do not qualify for an extension when the flight hour limit is reached. If the operating month is reached and the flight hour limit has not been attained, an extension of the operating months may be granted provided the projection for the new PED does not exceed the original OSP flight hour limit.

(b) Aircraft which have no flight hour limit, but do have an operating month limit, may be extended in support of urgent operational requirements and /or to maintain authorized operating strength when a replacement aircraft is not available.

(c) Aircraft which have only a flight hour limit do not qualify for an extension and will have their OSP terminated immediately upon reaching that limit and be inducted into SDLM.

f. Duration of Extension. Period extensions will be for 3 months. For those aircraft that are not under the RCM, yet still subject to a flight hour limitation, extension will be terminated in less than 3 months if the flight hour total attained is equal to the basic flight hour limitation for the period. (Example: first extension expires in 3 months or when basic flight hours are reached: second, in 3 additional months or when basic flight hours are reached, etc.)

(1) First and Second Extensions. Controlling custodians may, without recourse to higher authority, retain and operate certain non ASPA aircraft for up to two period extensions not to exceed 3 operating months each. Early termination may be required due to flight hour limitation. Authority to retain and operate and aircraft may be delegated to lower echelons of command for the first extension only. When an extension is

authorized, report shall be made to the CNO (N881C/880G) and COMNAVAIRSYSCOM (AIR-411), and, as appropriate, the Program Manager Air (PMA) and the CFA, showing the model, bureau number, and month in which the extension becomes effective.

(2) Subsequent Extensions. Only CNO (N881C) may authorize additional extension, not to exceed 3 operating months per extension. Requests will be submitted by controlling custodians, and will identify model, bureau number, present period number of the requested extension, and month. At least 30 days prior to the expiration date of the extended period, the controlling custodian will request an extension based on the stated operational necessity for the extension in lieu of being inducted into SDLM. COMNAVAIRSYSCOM (AIR-411), and, as appropriate, the PMA and CFA shall be made an information addressee on all requests and authorizations for extension. To the maximum extent practical the controlling custodians shall request the CFA to provide "Safe for Flight" inspection requirements. The CFA will forward their recommendation to CNO (N881C) for action.

(3) Cancellation of Extensions. As soon as the reason for any authorized extension is no longer applicable, the extended aircraft shall be promptly inducted into the designated rework facility or a request made to CNO (N881C) for disposition instructions.

(4) Exempt Aircraft. RCM aircraft shall not be granted an extension when their flight hour limit has been reached.

g. Curtailment of Service. Any aircraft completing a SDLM shall be in satisfactory condition to operate for the full operating service period. Under certain circumstances an aircraft may be inducted into SDLM prior to completion of the full prescribed service period. Controlling custodians may authorize induction into SDLM up to 6 calendar months before completion of the prescribed number of months per period. CNO (N880G/881C) approval is required for any induction more than 6 months before PED. COMNAVAIRSYSCOM (AIR-411), and, as appropriate, the PMA and CFA will be an information addressee on the request which will include model, bureau number, present PED, proposed induction date, and full justification.

h. Interruption of Service Period. Whenever an aircraft in the custody of an operating command must be inducted into a facility for Special Rework, whether or not custody will change to COMNAVAIRSYSCOM (FS) will depend on the length of time the aircraft will not be available for operating service.

If the period of non-availability will not exceed 90 days, the aircraft will normally remain in the custody of the operating command. If more than 90 days, and with the concurrence of the controlling custodian and COMNAVAIRSYSCOM, the aircraft may be transferred to COMNAVAIRSYSCOM (FS) custody as soon as it is determined by the rework facility that the period will exceed 90 days.

i. Determination of Position in Service Life. When an aircraft moves from SDLM or COMNAVAIRSYSCOM (FS) custody the CFA will determine the operating service age of the aircraft and direct that appropriate entries be made in the aircraft log book. The entry will indicate the number of the period which the aircraft will next serve and the number of operating service months accumulated on the aircraft. Operating commands shall be governed by the latest such entry.

j. Additional Service Life. In some cases, additional operational service life for a specific T/M/S is granted via specific notation in enclosure (2). For other aircraft, CNO (N881C) approval must be obtained prior to SDLM induction if the operating service life (OSL) minus actual service life completed at the scheduled induction date is less than the last period length in months. Subject to engineering and/or operating restrictions that COMNAVAIRSYSCOM may establish, CNO approval authorizes additional program service life to allow completion of the full OSP. Procedures for requesting additional operating service life not granted in enclosure (2) are as follows:

(1) If an aircraft will reach its operating service life, within the normal operating service period following rework, the controlling custodian will request COMNAVAIRSYSCOM (AIR-411) to forward a recommendation to CNO (N881C) for additional service life prior to transfer of aircraft for SDLM induction for each individual bureau number affected and will provide PMA and CFA an information copy of the request. The request shall state the additional operating service months desired (if other than normal period) and a certification that the aircraft will not exceed any service life limit established by references (a) and (b) and that the material condition of the aircraft warrants extension. COMNAVAIRSYSCOM (AIR-411) will coordinate requests for additional operating service life and forward consolidated recommendations to CNO (N881C) for decision. CNO approval of additional operating service life shall be noted in the aircraft log book.

(2) If an aircraft, as described in paragraph 7j(1), is received at a rework facility without a notation of CNO approval of additional operating service life, the rework facility shall so advise the controlling custodian, who will obtain such approval and notify the rework facility with all necessary documentation prior to induction into SDLM.

k. Recognition of Aircraft Age Exploration (AE) Programs. AE data collection tasks performed at any or all levels of maintenance will be designated by T/M/S, in enclosure (2), under "Program Notes" column. Because of the statistical nature of AE, emphasis must be placed on the timely collection of the required data to maintain a safe and effective program.

l. Special programs. Paint and Corrosion Evaluation (PACE). The PACE program was developed to meet the specific needs of the F/A-18 series aircraft. For lot 10 and subsequent aircraft, an OSP has been established of 48 months. At the end of the OSP, a PACE will be performed, in accordance with reference (e), within a window, 6 months prior to or 90 days after the Planned Inspection Date (PID). Aircraft passing PACE will receive a 12 month adjustment to the PID. Aircraft lot 9 and prior will be inducted into the PACE program and begin a 48 month OSP once they have completed the Modification, Corrosion and Paint Program (MCAPP). Aircraft failing PACE may fly to 90 days after the PID, at which time the aircraft shall be inducted for MCAPP or inducted for MCAPP prior to PID plus 90 days based on the PACE recommendation. The controlling custodian may request a waiver from CNO (N881C) to exempt an aircraft from PACE and induct directly into MCAPP for operational necessity. CNO (N881C) is the approving authority for all other exemption requests.

8. Transfer of Aircraft between Controlling Custodians. When it becomes necessary to transfer the custody of an aircraft from one controlling custodian to another, every effort shall be made to ensure that the aircraft being transferred has at least 6 months remaining in its current operating period or ASPA adjusted PED. If, at the time of transfer, the aircraft has less than 6 months remaining in its current operating period or ASPA adjusted PED, the transferring custodian shall ensure that the rework induction slot and its associated funding are transferred to the recipient custodian along with the aircraft.

9. Responsibilities

a. CNO (N881C, N880G)

(1) Review and monitor aircraft Service Life Limits (SLL) established by references (a) and (b).

(2) Approve and issue policies and peacetime planning factors recommended by COMNAVAIRSYSCOM (AIR-411).

(3) Grant extensions, when required, to promulgate service life limits based on analysis, recommendations, procedures and/or restrictions provided by COMNAVAIRSYSCOM (AIR-411).

b. Commander, Naval Air Systems Command

(1) Establish, issue, monitor and evaluate aircraft service life limits (SLL) contained in references (a) and (b), the source documents which establish limits applicable to the operation of naval aircraft.

(2) Provide to CNO (N881C) the recommended OSP's for naval aircraft based on prescribed engineering analysis and procedures.

(3) Forward enclosure (2) update annually, periodic change recommendations and extension requests to CNO (N881C) for approval.

10. Action. The planning factors contained in enclosure (2) shall be used to execute, plan and forecast naval aviation programs. The procedures set forth here shall apply during the service life, or any extension of service life, for all naval aircraft identified in paragraph four and enclosure (2).

11. Report. Symbol OPNAV 3110-6 has been assigned to the requirement contained in paragraph 7f(1) and is approved for 3 years only from the date of this directive.

R. D. Mixson
By direction

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DEFINITIONS

Age Exploration. A subset of RCM that determines age reliability relationships through controlled testing and analysis of chance or unintentional events for safety-critical items; and from operating experience for non-safety items. AE data is used to determine or verify preventive maintenance tasks and intervals. The results of AE are used to revise the RCM analysis, thereby sustaining an equipment's most efficient state.

Aircraft Service Period Adjustment (ASPA). ASPA is a subset of the aircraft SDLM specification which establishes inspection procedures to determine an individual aircrafts material condition prior to induction to or a 12 month deferral of SDLM. ASPA inspection data is fed into the AE program as part of the data needed to readjust aircraft OSPs.

Change of Custody. Aircraft undergoing SDLM and SDLM/Modification normally remain in the custody of the operating unit unless transfer is dictated by operational commitments. Aircraft undergoing SDLM/Crash Damage or SDLM/CILOP are transferred to COMNAVAIRSYSCOM FLEET SUPPORT (FS) custody during rework and are not necessarily returned to the previous operating command upon completion.

Conversion in Lieu of Procurement (CILOP). Aircraft conversion, service life extension, change of mission capability, improvement of combat capability or a combination of these changes with the expressed purpose of providing an acceptable alternative to procurement of new aircraft.

Inspection, Air Worthiness. Applicable to commercial off-the-shelf aircraft and provides for a periodic standard rework normally performed per the manufacturer's Federal Aviation Administration (FAA) approved maintenance requirements in Federal Aviation Regulations (FAR Part 91). This rework includes a comprehensive inspection together with critical defect corrosion correction and compliance with outstanding FAA air worthiness directives and approved manufacturer's service bulletins.

Inspection, Mid-Term. RCM/Age exploration analytical determination that certain aircraft require an inspection and correction of critical defects/corrosion repair at the mid-point of the OSP interval.

Operating Service Life-Months (OSL mo). The period of time used to establish programs related to the projected retirement of a population (T/M/S) of aircraft.

Operating Service Period (OSP). The period, expressed in months (MO) and/or hours (HR), between Standard Depot Level Maintenance (SDLM) actions and provides the basis for planning, programming and budgeting this element of aircraft inventory management.

Reliability Centered Maintenance (RCM). Is a disciplined logic or methodology used to identify preventive maintenance tasks to realize the inherent reliability of equipment at a minimum expenditure of resources. The objectives are to improve aircraft readiness through optimization of the use of maintenance resources while conducting the minimum amount of scheduled maintenance based upon engineering logic and economic cost analysis.

Service Life Extension Program (SLEP). The restoration and/or replacement of primary aircraft structure that has reached fatigue life limit. A SLEP is performed for the express purpose of establishing an extended service life beyond that originally designed.

Special Rework. Special Rework is unscheduled depot level work performed during an operating period to enhance capability, maintainability, or safety of an aircraft.

Structural Life Limit. The limit established for each specific aircrafts retirement and is set forth in references (a) and (b).

Standard Depot Level Maintenance (SDLM). Rework performed at a rework facility at specific intervals, OSP, during the life of an aircraft. These intervals are based depot tasks developed by RCM analysis.

SDLM/MOD. The accomplishment of the standard depot level maintenance concurrent with installation of modifications such that total manhours (SDLM plus MOD) exceed the workload standard manhours for the basic SDLM specification by more than 15 percent.

SDLM/Crash Damage. In addition to accomplishing SDLM, the repair and restoration to serviceable condition, of that part of the aircraft that has sustained damage resulting from an accident.

SDLM/CILOP. Accomplishment of the SDLM concurrent with the installation of modifications designated as CILOP.

Enclosure(1)

PEACETIME PLANNING FACTORS FOR AIRCRAFT

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
STRIKE/FIGHTER					
F/A-18A/B/C/D	48	3.9	180	P*- R - S	OSP of 48 months is for F/A-18C/D and for all except first tour F/A-18A/B aircraft. Initial MCAPP induction of F/A-18A/B will be accomplished when warranted by material condition or modification status of individual aircraft. Aircraft has as AE program. AE may be accomplished concurrent with other depot programs. P*-PACE program
FIGHTER					
F-14D	56	10.1	216	A - R -	
F-14A	56	10.1	216	A - R -	
F-14B	56	10.1	216	A - R -	
F-4S	48	3.8	228	A - R - S	
F-5E	48	3.3	126	- -	No scheduled depot induction. Strip/repaint is accomplished when warranted by material condition of individual aircraft.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
F-5F	48	2.3	114	- -	No scheduled depot induction. Strip/repaint is accomplished when warranted by material condition of individual aircraft.
F-16N		3.3	126	- -	No scheduled depot induction. Strip/repaint is accomplished when warranted by material condition of individual aircraft.
ATTACK					
AV-8B	48	3.6	180	- R - S	This model has an AE program.
A-7E	36	4.9	350	A - R - S	Maximum service period is 54 OSM.
A-4E/F	39	6.0	432	A - R - S	
A-4M	39	6.0	360	A - R - S	
A-6E	1 @42 REST @36	11.3	276	A - R - S	Period number, OSL (months), flying hours, and counting accelerometer data accumulation to continue uninterrupted since original acceptance as parent model. Rewing is scheduled when fatigue life expended reaches 100 percent.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
KA-6D	24	6.6	300	A - R - S	Period number, OSL (months), flying hours and counting accelerometer data accumulation to continue uninterrupted since original acceptance as parent model. Rewing is scheduled when fatigue life expended reaches percent.
EA-6B	1 @54 REST @36	10.0 6.7	234	A - R - S	
EA-6A	1 @48 REST @32	5.2	368	A - R - S	
EA-7L	42	6.5	350	A - R - S	Aircraft that had mid-term inspection or waiver since last SDLM shall retain a 48 OSM until the next SDLM is completed. Maximum OSP is 66 months. AE data is collected during SDLM.
AIR ASW (VS)					
S-3A/B	66	12.9	384	A - R - S	Age Exploration data is collected during SDLM.
PATROL					
P-3B	2 @60 1 @50 REST @46	7.8 6.5 6.0	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
P-3C	2 @60 1 @50 REST @46	6.5 5.4 6.0	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
WARNING					
E-2C	42	9.8	201	A - R - S	
EC-130G/Q	36	6.5	216	A - - S	
E-6A	60	3.6	300	- -	
EP-3B	2 @60 1 @50 REST @46	18.7 16.1 15.0	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
EP-3A	2 @60 1 @50 REST @46	9.2 8.2 7.8	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
EP-3E	2 @60 1 @50 REST @46	15.6 13.0 11.9	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
ES-3A	66	12.9	388	A - R - S	
RP-3A/D	2 @60 1 @50 REST @46	10.3 9.1 8.6	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
LC-130F/R	30	4.7 2.4	264	- - S	Mid-term inspection rework applicable to aircraft which have been deployed to Antarctica since last SDLM and are scheduled to be deployed to Antarctica prior to next SDLM.
C-130F	30	5.3	288	A - - S	
VP-3A	2 @60 1 @50 REST @46	4.9	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
C-2A (reprocured)	1 @42 REST @30	6.8	192	A - - S	
US-3A	66	11.3	288	A - R - S	
C-20	72	3.6	300	- -	
CT-39E/G	36	8.0	312	- - S	Two extensions of 3 months each to the 36 months OSP permitted.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
C-9B	60	6.0	300	- -	Mid-term inspection (MTI) and repair/rework is required at 30 months. Two extensions of 3 months are permitted for the 30 month MTI and 60 month OSP.
DC-9	60	6.0	300	- -	Mid-term inspection and repair/rework is required at 30 months. Two extensions of 3 months are permitted for the 30 month MTI and 60 month OSP.
C-130T	1 @42 REST @30	5.8	450	A - - S	
KC-130F	30	5.8	384	A - - S	
KC-130R	30	5.8	432	A - - S	
KC-130T	1 @42 REST @30	5.8	450	- -	
UTILITY					
UC-12B/F/M	60	2.2	192	- -	Aircraft are derivatives of commercially developed aircraft and are maintained in accordance with FAA directives.
UP-3A/B	2 @60 1 @50 REST @46	5.3 5.4 5.0	354	- -	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
OBSERVATION					
OV-10A/D	48	3.3	492	A - R - S	Aircraft undergoing CILOP commencing in early FY89. Extensions of service life has been approved from data of OV-10 fatigue test results from the prime contractor and is based on 15,000 flight hours.
TRAINER					
T-44A	60	5.0	209	- -	OSP is based on requirement for airworthiness inspection performed by contractor.
T-45A	TBD		240	- -	
T-38A		9.0	192	- -	No scheduled depot induction. Strip/repaint is accomplished when warranted by material condition of individual aircraft.
TE-2C	42	9.3	192	A - R -	OSL continues uninterrupted from parent model.
TA-4J	39	5.7	432	A - R - S	Extension of service life is pending investigation of applicability of TA-4F/J fatigue test results.
TA-4F	39	4.3	366	A - - S	Extension of service life is pending investigation of applicability of TA-4F/J fatigue test results.
TA-7C	42	5.8	350	A - R - S	Aircraft that had a mid-term inspection or waiver since last SDLM retain a 48 OSM until the next SDLM is completed. Maximum service period is 66 OSM. AE data is collected during SDLM.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
TAV-8B	48	3.6	180	- R - S	This model has an AE program.
T-2B/C	42	8.0	12000 HRS	A - R - S	
T-39D	36	6.6	312	- - S	OSP is based on requirement for airworthiness inspection performed by contractor.
T-34B	60	1.2	320	A - R - S	Aircraft are transitioning to FAA inspection.
T-34	60	2.0	288	- - S	AE is performed during aircraft condition inspection.
TC-4C	48	5.5	324	- -	
TC-130G/Q	36	6.5	216	A - - S	
TF-16N		3.3	126	- -	
TP-3A	2 @60 1 @50 REST @46	3.8 3.1	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of mid-term inspection or within 40 months of SDLM, whichever is earlier.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
HELICOPTERS					
AH-1T	36	4.3	270	A - -	
AH-1W	36	3.2	360	A - -	
AH-1J	36	4.0	270	A - -	
SH-3G	33	4.2	325	A - -	
SH-3D	33	8.7	325	A - -	
SH-3H	33	5.4	325	A - -	OSL change is based on increase of service life.
SH-3H (SLEP AFC 399)	33	5.4	375	A - -	Aircraft is currently undergoing SLEP (AFC 399). Service life extension increments of 2000 flight hours are planned. OSL is based on 15,000 flight hours.
UH-3A	33	3.5	260	A - -	
SH-60B/F	36	6.0	264	A - R -	Aircraft has an AE program
HH-60H	36	6.0	264	- -	
SH-2F	30	6.0	302	A - R -	
SH-2G	30	6.0	243	A - R -	
CH-53E	27	6.3	243	A - R -	
MH-53E	27	6.3	243	A - R -	

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
CH-53D	27	6.3	297	A - R -	
CH-53A	27	5.2	297	A - R -	
RH-53D	27	6.3	297	A - R -	
CH-46E	30	1.7	390	A - R -	
UH-46D	30	1.7	390	A - R -	
CH-46D	30	1.7	390	A - R -	
HH-46D	30	1.7	390	A - R -	
UH-1N	36	4.0	330	A - -	
TH-57A/B/C	60	2.2	192	- -	OSP based on requirement for airworthiness inspection performed by contractor. Exempt from ASPA.
NUH-1E	36			- -	
VH-60N	30	6.0	264	- -	
VH-3A	33	4.5	432	A - -	
VH-3D EX	24	6.5	322	- -	In executive mission, non-SLEP aircraft are limited to 7,500 hours. SLEP VH-3D are limited to 14,000 hours/ 375 months.

PEACETIME PLANNING FACTORS FOR AIRCRAFT

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
STRIKE/FIGHTER					
F/A-18A/B/C/D	48	3.9	180	P*- R - S	OSP of 48 months is for F/A-18C/D and for all except first tour F/A-18A/B aircraft. Initial MCAPP induction of F/A-18A/B will be accomplished when warranted by material condition or modification status of individual aircraft. Aircraft has as AE program. AE may be accomplished concurrent with other depot programs. P*-PACE program
FIGHTER					
F-14D	56	10.1	216	A - R -	
F-14A	56	10.1	216	A - R -	
F-14B	56	10.1	216	A - R -	
F-4S	48	3.8	228	A - R - S	
F-5E		3.3	126	- -	No scheduled depot induction. Strip/repaint is accomplished when warranted by material condition of individual aircraft.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
F-5F		2.3	114	- -	No scheduled depot induction. Strip/repaint is accomplished when warranted by material condition of individual aircraft.
F-16N		3.3	126	- -	No scheduled depot induction. Strip/repaint is accomplished when warranted by material condition of individual aircraft.
ATTACK					
AV-8B	48	3.6	180	- R - S	This model has an AE program.
A-7E	36	4.9	350	A - R - S	Maximum service period is 54 OSM.
A-4E/F	39	6.0	432	A - R - S	
A-4M	39	6.0	360	A - R - S	
A-6E	1 @42 REST @36	11.3	276	A - R - S	Period number, OSL (months), flying hours, and counting accelerometer data accumulation to continue uninterrupted since original acceptance as parent model. Rewing is scheduled when fatigue life expended reaches 100 percent.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
KA-6D	24	6.6	300	A - R - S	Period number, OSL (months), flying hours and counting accelerometer data accumulation to continue uninterrupted since original acceptance as parent model. Rewing is scheduled when fatigue life expended reaches percent.
EA-6B	1 @54 REST @36	10.0 6.7	234	A - R - S	
EA-6A	1 @48 REST @32	5.2	368	A - R - S	
EA-7L	42	6.5	350	A - R - S	Aircraft that had mid-term inspection or waiver since last SDLM shall retain a 48 OSM until the next SDLM is completed. Maximum OSP is 66 months. AE data is collected during SDLM.
AIR ASW (VS)					
S-3A/B	66	12.9	384	A - R - S	Age Exploration data is collected during SDLM.
PATROL					
P-3B	1&2 @60 3 @50 REST @46	7.8 6.5 6.0	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
P-3C	1&2 @60 3 @50 REST @46	6.5 5.4 6.0	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
WARNING					
E-2C	42	9.8	201	A - R - S	
EC-130G/Q	36	6.5	216	A - - S	
E-6A	60	3.6	300	- -	
EP-3B	1&2 @60 3 @50 REST @46	18.7 16.1 15.0	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
EP-3A	1&2 @60 3 @50 REST @46	9.2 8.2 7.8	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
EP-3E	1&2 @60 3 @50 REST @46	15.6 13.0 11.9	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
ES-3A	66	12.9	388	A - R - S	
RP-3A/D	1&2 @60 3 @50 REST @46	10.3 9.1 8.6	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
LC-130F/R	30	4.7 2.4	264	- - S	Mid-term inspection rework applicable to aircraft which have been deployed to Antarctica since last SDLM and are scheduled to be deployed to Antarctica prior to next SDLM.
C-130F	30	5.3	288	A - - S	
VP-3A	1&2 @60 3 @50 REST @46	4.9	354	A - R - S	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.
C-2A (reprocured)	1 @42 REST @30	6.8	192	A - - S	
US-3A	66	11.3	288	A - R - S	
C-20	72	3.6	300	- -	
CT-39E/G	36	8.0	312	- - S	Two extensions of 3 months each to the 36 months OSP permitted.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
C-9B	60	6.0	300	- -	Mid-term inspection (MTI) and repair/rework is required at 30 months. Two extensions of 3 months are permitted for the 30 month MTI and 60 month OSP.
DC-9	60	6.0	300	- -	Mid-term inspection and repair/rework is required at 30 months. Two extensions of 3 months are permitted for the 30 month MTI and 60 month OSP.
C-130T	1 @42 REST @30	5.8	450	A - - S	
KC-130F	30	5.8	384	A - - S	
KC-130R	30	5.8	432	A - - S	
KC-130T	1 @42 REST @30	5.8	450	- -	
UTILITY					
UC-12B/F/M	60	2.2	192	- -	Aircraft are derivatives of commercially developed aircraft and are maintained in accordance with FAA directives.
UP-3A/B	1&2 @60 3 @50 REST @46	5.3 5.4 5.0	354	- -	Aircraft with a Fatigue Life Index of greater than 100 percent have no ASPA. SDLM will be required within 20 months of last mid-term inspection or within 40 months of SDLM, whichever is earlier.

CLASS MODEL	OSP MO/HR	NON-OP MO	OSL MO	ASPA-RCM-SAFE	PROGRAM NOTES
CH-53D	27	6.3	297	A - R -	
CH-53A	27	5.2	297	A - R -	
RH-53D	27	6.3	297	A - R -	
CH-46E	30	1.7	390	A - R -	
UH-46D	30	1.7	390	A - R -	
CH-46D	30	1.7	390	A - R -	
HH-46D	30	1.7	390	A - R -	
HH-1N	36	4.0	330	A - -	
UH-1N	36	4.0	330	A - -	
TH-57A/B/C	60	2.2	192	- -	OSP based on requirement for airworthiness inspection performed by contractor. Exempt from ASPA.
NUH-1E	36			- -	
VH-60N	30	6.0	264	- -	
VH-3A	33	4.5	432	A - -	
VH-3D EX	24	6.5	322	- -	In executive mission, non-SLEP aircraft are limited to 7,500 hours. SLEP VH-3D are limited to 14,000 hours/ 375 months.