



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

IN REPLY REFER TO

OPNAVINST 13000.6
N880G
12 MAY 1995

OPNAV INSTRUCTION 13000.6

From: Chief of Naval Operations

Subj: MANAGEMENT OF THE INACTIVE AIRCRAFT INVENTORY

Ref: (a) OPNAVINST 4790.2E

1. Purpose. To issue procedures and responsibilities for management of the inactive aircraft inventory and to provide guidance for the Review Board for Inactive Aircraft Inventory (Strike Board) and to renumber the instruction following current Standard Subject Identification Codes.
2. Cancellation. OPNAVINST 5040.8K.
3. Scope. This instruction applies to all inactive aircraft, except those bailed, loaned or leased outside the defense establishment. Inactive aircraft are aircraft stored for future use, war reserve, force level assurance, stricken for reclamation, or designated Foreign Military Sales (FMS)/ Security Assistance Program (SAP) aircraft. All inactive aircraft are the direct responsibility of the Chief of Naval Operations (CNO). All stricken aircraft are managed by Commander, Aviation Supply Office (ASO), except designated FMS/SAP aircraft for which a Letter of Offer has been forwarded from the U. S. Government to a foreign government. These aircraft are the responsibility of the Navy International Programs Office (NAVIPO)
4. Background. Storage of aircraft is expensive and not militarily justified in the case of aircraft that have completed service life and/or are incapable of performing a fleet mission. CNO requires an aggressive program to strike all aircraft which cannot meet mobilization requirements and which are not suitable for reserve, training, drone missions or other requirements. These aircraft are either stricken for FMS/SAP, museum or disposed of per ASO instructions.
5. Basic Procedure. Effective management of the inactive aircraft inventory is dependent upon continuing action by CNO and ASO. CNO (N880G) prescribes optimum inventory levels, identifies the storage category of aircraft excess to requirements, and provides strike recommendations to the Director Air Warfare Division (N88). ASO ensures directed preservation, storage and disposition of aircraft are accomplished.
6. Responsibility. Basic responsibilities for management of inactive aircraft inventory are:
 - a. Chief of Naval Operations



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- (1) Establish inactive aircraft inventory by type/model/series, CNO (N880G).
- (2) Approve the removal of components and accessories from aircraft stored in an inviolate status, CNO (N880G).
- (3) Direct disposition of those aircraft recommended for retention or disposal by the strike board, CNO (N880G).
- (4) Identify inviolate aircraft storage categories, disposition and type preservation by bureau number (BUNO), CNO (N880G).
- (5) Direct annual input and withdrawal projections and approve changes to preservation requirements, CNO (N880G).

b. Commanding Officer, Navy Aviation Supply Office

- (1) Budget and fund CNO directed requirements for inactive aircraft and Navy workload and supporting services at Aerospace Maintenance and Regeneration Center (AMARC).
- (2) Maintain up-to-date records on the material condition and serviceability of aircraft in the inactive inventory.
- (3) Program work and other necessary logistics actions including input to, withdrawal from, and maintenance of aircraft in storage at AMARC, as required to support established programs.
- (4) Direct the disposal of aircraft per current Department of the Navy (DON) and Department of Defense (DOD) instructions when stricken and inform CNO (N880G) of all disposition actions.
- (5) Provide AMARC cost information for FMS/SAP and as required to support established CNO decisions.
- (6) Make available stricken aircraft to museums as per current DON and DOD instructions. Require museums to remove aircraft from storage within 120 days of trade agreements.
- (7) Determine parts to be removed in conjunction with Stricken Aircraft Reclamation and Disposal Program (SARDIP) and provide Master Save Lists (MSL) when appropriate.

7. Inviolate Aircraft Storage

a. All mobilization, force level assurance, CNO special programs or other inviolate aircraft directed to AMARC will arrive complete to mission "K" status as cited in reference (a). Exception: Fleet controlled material. All fleet controlled material not required for the ferry flight will be removed by the transferring activity. Fleet controlled material necessary for ferry flight will subsequently be returned to the type commander.

b. Aircraft arriving at AMARC will be inventoried to identify all missing items.

c. Prior to accepting aircraft that are missing items, ASO Field Support Office (FSO) will send a message to the transferring activity identifying the missing items and requesting replacement material, turn in documentation, or funded requisitions, using media and status code D, with AMARC designated as the "ship to" addressee for the missing material. Exceptions to meet missing item requirements require CNO (N880G) approval.

8. Material Reclamation

a. Reclamation procedures will increase the availability of spare parts in the supply system and reduce cost. Additionally, a limited number of stricken aircraft will be held as Reclamation Insurance Type (RIT) and retained on a long term basis for material no longer being manufactured or available in the supply system.

b. On occasion, the need arises to remove a part from an aircraft stored at AMARC in order to fill an urgent fleet requirement. Because of the significant cost to break preservation, remove a part and reseal the aircraft, approval for priority removals from mobilization, FMS/SAP and inviolate aircraft shall be limited to Not Mission Capable Supply/Partial Mission Capable Supply (NMCS/PMCS) and Standard Depot Level Maintenance (SDLM) work stoppages, and in extreme cases, operational requirements. Such removals require CNO (N880G) approval. All requests for parts removal from stored/stricken aircraft at AMARC must be submitted to ASO by Military Standard Requisition and Issue Procedure (MILSTRIP). ASO will submit all removal requests for mobilization, FMS/SAP and inviolate stored aircraft to CNO (N880G) for approval prior to providing removal authorization to AMARC.

c. The following guidelines apply to removal and replacement of parts:

AIRCRAFT STRIKE CATEGORY	REPLACEMENT REQUIRED	REMOVAL AUTHORIZATION
Section 1 Reconstitution Reserve/ Force Level Assurance	Yes (1)	CNO (N880G)


AIRCRAFT STRIKE CATEGORY		REPLACEMENT REQUIRED	REMOVAL AUTHORIZATION
Section 2	CNO/ Special Programs	No (1)	CNO (N880G)
Section 3	FMS/SAP	No (2)	CNO(N880G)/NAVIPO
Section 4	Museum	No (3)	ASO
Section 5	Stricken Aircraft awaiting reclamation	No	ASO

(1) Priority removal of parts from war reserve, force level assurance and CNO special programs is the last source to satisfy a parts requirement. The removal of parts shall cause no damage to the airframe, components or systems.

(2) Removal not authorized from aircraft on a designated security assistance case after the Letter of Offer by the U. S. Government has been forwarded. Prior to case offer, CNO (N880G) approval is required. Parts removal requests to support FMS/SAP aircraft from reclamation or RIT category aircraft must be requisitioned via ASO.

(3) Prior to museum trade agreements parts removal can be requested via ASO.

9. Implementation. An informal review board (Strike Board) is established to semi-annually review, in conjunction with the 5 - year workload conference, aircraft in the inactive inventory of the Navy and make recommendations regarding retention, disposal, or change in status of specific aircraft. The Review Board is scheduled and hosted by ASO and will be chaired by CNO (N880G) or an appointed representative. Membership shall include representatives from ASO, Commander Naval Air Force, U.S. Pacific Fleet (COMNAVAIRPAC), Commander Naval Air Force, U.S. Atlantic Fleet (COMNAVAIRLANT), Commander naval Air Reserve Force (COMNAVAIRESFOR), Chief of Naval Air Training (CNATRA), Commander Naval Air Warfare Center (COMNAVAIRWARCEN), NIPO, ASO DET FSO AMARC and Naval Aviation Depot (NAVAVNDEPOT) North Island.


BRENT M. BENNITT
Director, Air Warfare

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