



NAVAIR 6.8.4
Naval Aviation Logistics Data Analysis System
Integrated Data Environment
(NALDA IDE)

Procedures Reference Guide (RG) for
DECision Knowledge Programming for Logistics Analysis
and Technical Evaluation (DECKPLATE)
Engine Transaction Reporting (DECKETR)

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Note: Recommended changes to this document can be initiated by submitting a Software Change Request (SCR) to the Configuration Control Board as described in the NAVAIR 6.8 Change Management Procedures.

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1.0 Scope

This *Procedures Reference Guide for DECKETR* describes procedures and codes to assist DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) users with entering Engine Transaction Report (ETR) and End-of-Quarter (EOQ) Report data.

1.1 Identification

This document matches DECKETR software, Version 1.4.

1.2 Document Overview

This document summarizes procedures, guidelines, data elements, codes, and miscellaneous information for entering ETR and EOQ Report data and includes the following appendices:

- Appendix A - Acronyms
- Appendix B - DECKPLATE ETR Worksheet
- Appendix C - DECKPLATE EOQ Worksheet and Meter Readings
- Appendix D - DECKETR Pre-Conditions

2.0 References

- COMNAVAIRFORINST 4790.2A, Naval Aviation Maintenance Program (NAMP), February 15, 2008
- NAVAIR 6.8.4 NALDA IDE Acceptance Test Description (ATD) for Aircraft Engine Management System (AEMS) to DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) History Load Interface, 2006-SPALDING-6017
- NAVAIR 6.8.4 NALDA IDE Acceptance Test Description (ATD) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6013
- NAVAIR 6.8.4 NALDA IDE Acceptance Test Description (ATD) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) to DECKPLATE Interface, 2006-SPALDING-6105
- NAVAIR 6.8.4 NALDA IDE Acceptance Test Description (ATD) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) to IBM Tivoli Identity Manager (ITIM) Interface, 2006-SPALDING-6052
- NAVAIR 6.8.4 NALDA IDE Business Rules (BR) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6014
- NAVAIR 6.8.4 NALDA IDE Computer Programmer Manual (CPM) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6046
- NAVAIR 6.8.4 NALDA IDE Data Dictionary (DD) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6020

- NAVAIR 6.8.4 NALDA IDE DBA Oracle Standard Operation Procedures (SOP) Manual, 206-SPALDING-0041
- NAVAIR 6.8.4 NALDA IDE Desktop Handbook (DH) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6057
- NAVAIR 6.8.4 NALDA IDE Interface Management Document (IMD) for Aircraft Engine Management System (AEMS) to DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) History Load Interface, 2006-SPALDING-6015
- NAVAIR 6.8.4 NALDA IDE Interface Management Document (IMD) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) to DECKPLATE Interface, 2006-SPALDING-6049
- NAVAIR 6.8.4 NALDA IDE Interface Management Document (IMD) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) to IBM Tivoli Identity Manager (ITIM) Interface, 2006-SPALDING-6050
- NAVAIR 6.8.4 NALDA IDE Master Test Plan (MTP), 2002-NAVAIR36LIMSS-0195
- NAVAIR 6.8.4 NALDA IDE Operational Procedures Manual (OPM) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6047
- NAVAIR 6.8.4 NALDA IDE Requirements Traceability Matrix (RTM) for Aircraft Engine Management System (AEMS) to DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) History Load Interface, 2006-SPALDING-6019
- NAVAIR 6.8.4 NALDA IDE Requirements Traceability Matrix (RTM) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6018
- NAVAIR 6.8.4 NALDA IDE Requirements Traceability Matrix (RTM) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) to DECKPLATE Interface, 2006-SPALDING-6106
- NAVAIR 6.8.4 NALDA IDE Requirements Traceability Matrix (RTM) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR) to IBM Tivoli Identity Manager (ITIM) Interface, 2006-SPALDING-6051
- NAVAIR 6.8.4 NALDA IDE Software Design Description (SDD) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6045
- NAVAIR 6.8.4 NALDA IDE Software Requirements Specification (SRS) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6043
- NAVAIR 6.8.4 NALDA IDE Software System Documentation Plan (SSDP), 2006-SPALDING-0035
- NAVAIR 6.8.4 NALDA IDE System Change Management Process (SChgMP), 2006-SPALDING-0024

- NAVAIR 6.8.4 NALDA IDE System Configuration Management Plan (SCMP), 2006-SPALDING-0026
- NAVAIR 6.8.4 NALDA IDE System Test Plan (STP) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6026
- NAVAIR 6.8.4 NALDA IDE UNIX Operational Procedures Manual (OPM), 2006-SPALDING-0111A
- NAVAIR 6.8.4 NALDA IDE User Manual (UM) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6016
- NAVAIR 6.8.4 NALDA IDE Version Description Document (VDD) for DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting (DECKETR), 2006-SPALDING-6048
- NAVAIR 6.8.4 NALDA IDE Windows/NT Operational Procedures Manual (OPM), 2006-SPALDING-0107
- OPNAVINST 13700.15E, Aircraft Engine Management System (AEMS), 10 Nov 2008

3.0 System Overview

The primary objective of DECKETR is to provide all Command echelons with current and historical information about the location, operational status, and usage of aircraft engines, propulsion systems, modules, and components for logistics management and analysis purposes. DECKETR is an automated management system that provides for on-line inventory management and maintenance reporting of Engines/Propulsion Systems/Modules/Components (EPSMs). EPSM Controlling Custodians and Reporting Custodians input ETR data and EOQ Report data into DECKETR.

DECKETR is a comprehensive, Web-based, graphical user interface (GUI) application. Users will use the front-end to enter EPSM ETR and EOQ data. They will also be able to perform queries, add records, and, depending on role, change or delete record data in accordance with business rules. Authorized DECKETR users will be able to perform all functions as required by the OPNAVINST 13700.15E.

3.1 Help Desk

The DECKETR Help Desk phone number is 1(800) 624-6621 and is staffed from 0800 to 1630 Eastern Standard Time to answer any questions pertaining to EPSM reporting.

3.2 Purpose

DECKETR is a Web site which allows submission of ETRs. DECKPLATE Data Warehouse automates inventory tracking and management of aircraft engines and engine modules. DECKPLATE provides accurate and timely data on EPSM status, location, and condition to all echelons of management within the Navy. Data provided through DECKPLATE is the basis for supporting requirement computation and budget requests for all spare engines and their components. This reference guide details procedures that will enable users to submit engine transaction data into the DECKETR Web site or via Naval message. The document is formatted to guide users through a logical process to successfully develop an ETR.

3.3 DECKETR Program Management and Objectives

Program and software management for DECKETR is assigned to AIR-6.8.4. Control and management of EPSMs are the responsibility of Controlling Custodians.

The primary objective of DECKETR is to provide a means of submitting ETRs.

3.4 DECKPLATE Interface With Other Systems

DECKPLATE provides data to other management information subsystems within the relational database structure of Naval Aviation Logistics Data Analysis (NALDA).

3.5 DECKETR Access

The authority for granting access to the system resides with Naval Air Systems Command Headquarters (NAVAIRHQ). Applicants should complete and submit on-line registration forms from the following Web site: <https://logistics.navair.navy.mil/DECKPLATE>. AIR-6.8.4 will contact applicants and issue user identification names and passwords.

3.6 DECKPLATE Data Repository

DECKPLATE Engine Management provides current and historical information on the location, operational status, and usage of aircraft engines and engine modules for logistics management and analysis purposes. The DECKPLATE database contains historical data for each serialized EPSM. Archival data is maintained on all EPSMs stricken from the inventory, as well as those transferred to other agencies.

4.0 ETRs

The ETR form is the source document used to report all EPSM transactions. ETR information is normally input to DECKETR via personal computers (PCs) with Internet access. Reporting Custodians having access to the Internet shall exercise this capability per local procedures (i.e., Reporting Custodians perform their own data entry for supporting activity equipment, forwarding ETR/EOQ work sheets (see Appendices B and C) to the supporting activity for data entry, or for using other methods per the supporting unit). Reporting activities not having access to the Internet shall submit ETR/EOQs to their Controlling Custodian/Type Wing by priority Naval message. Users of Legacy NALCOMIS are authorized to use the ETR/EOQ formatted reports in place of an ETR/EOQ Worksheet. After DECKETR input, annotate NALCOMIS generated reports with the

DECKETR-assigned transaction serial number and forward to the Type Wing or Marine Aviation Logistics Squadron (MALS). The requirement to maintain ETR/EOQ worksheets on file will be at the discretion of the Type Commander (TYCOM). A sample ETR Worksheet is shown in Appendix B. A sample EOQ Worksheet is shown in Appendix C.

5.0 Data Elements

DECKETR has a total of 15 data elements to describe what has occurred with an EPSM (see paragraph 8 for details). Specific data elements must be used depending on the situation or condition being reported. Data elements 2 (serial number) through 6 (flight hours since new) and 15 (remarks) are required data elements for every ETR submitted.

5.1 Reporting Requirements

Reporting Custodians are responsible for submitting transaction reports on all EPSMs in their custody. Transactions are to be submitted no later than 2400 the first working day following the day a status change occurs.

5.2 Transaction Serial Numbers

5.2.1 Reports (Messages/Worksheets)

Reports (messages/worksheets) are numbered sequentially for each calendar year (i.e., 1-02, 2-02, 3-02, etc.). The number shall be listed in paragraph 1 of the report along with the method of submission. The following is an example for a message:

“1. USS AMERICA ETR 1-02, LAST ETR 68-94 DTG 291800ZDEC94.”

The following is an example for a worksheet (for on-line users):

“1. NAS Mayport ETR 200-02, last ETR 199-02.”

5.2.2 Individual Transactions

Individual transactions shall be numbered in addition to the report number. The transaction serial number (TRANS SERNO) is a 3-digit numeric code, beginning with 001 for the first transaction of the Current Year (CY) and incrementing sequentially for each transaction throughout the CY to a maximum of 999. If an activity exceeds 999 within any CY, numbering will begin again with 001.

6.0 Status-Star Code Definitions

The DECKETR Web site, depending on the action selected for a specified serial number, will automatically generate the appropriate transaction Status-Star (STST) code(s). DECKETR does NOT require input of STST code combinations. DECKETR controls which status star codes can follow other status star codes through the use of transaction specific validations and pre-conditions (see Appendix D). All ETRs submitted will be forwarded daily to the DECKPLATE Data Warehouse. All reports will be generated from this data.

6.1 11 Series - Installed Engine/Propulsion System Category (All Commands)

11	Installation of a Ready For Issue (RFI) engine/propulsion system on an aircraft.
11-60	Transfer of an installed engine/propulsion system.
11-61	Receipt of an installed engine/propulsion system.
11-64	Reporting an RFI installed engine/propulsion system in a stored aircraft regardless of stored location.
11-90	EOQ report.
11-93	Computer generated transaction used to indicate a T56 engine is installed and the gearbox was removed and replaced.
11-96	Computer generated transaction against an installed engine to indicate that a component was installed.

6.2 13 Series - Installed Module Category (All Commands)

13	Installation of an RFI module or component.
13-60	Computer generated transaction used to transfer an attached module from one activity to another.
13-61	Computer generated transaction used to receive an attached module from one activity to another.
13-80	Computer generated transaction for all installed modules indicating the NHA was removed from the aircraft
13-81	Computer generated transaction for all installed T56 modules when an Over the Wing Gearbox change was submitted.
13-90	Computer generated transaction for all installed modules indicating the NHA End of Quarter Update.

6.3 21 Series - Serviceable Uninstalled RFI Spare EPSM Category (Fleet Activities Only)

21	<p>a. Report buildup of an RFI engine/propulsion system as a Quick Engine Change Assembly (QECA).</p> <p>b. Report compilation of a modular propulsion system.</p> <p>c. Report change in status to RFI for correlation EPSM (status 40 Series) when no longer required for correlation.</p>
21-50	Receipt of an uninstalled EPSM not presently in the DECKETR database.
21-52	Reporting change in an engine or module series for an uninstalled RFI engine or module.
21-60	Transfer of an RFI uninstalled EPSM. Fleet and Industrial Supply Center (FISC) will also use this STST code when transferring an EPSM to the Fleet.
21-61	Receipt of an RFI uninstalled EPSM.
21-74	<p>a. Engine/Propulsion System: Removal of an RFI engine/propulsion system (i.e., cannibalization, Bureau Number (BUNO) swaps of engine/propulsion system or for transfer as directed by higher authority).</p> <p>b. Module: Removal of an RFI module or component from an uninstalled propulsion system.</p>
21-91	An engine or module returned to an RFI status after completion of first (1 st) degree repair. Not to be used when reporting on a Propulsion System Serial Number (PSSN), except for T700 when completing 1 st degree against a module. This code against the T700 PSSN will allow for logbook purge.
21-95	An engine or module returned to an RFI status after compliance with a technical directive (TD) when no other repair was accomplished. Not used when reporting on a PSSN.
21-96	An EPSM returned to an RFI status when reported discrepancy cannot be duplicated or the equipment is operating within allowable tolerances. Also used when engine accessories are inspected/treated/replaced, fuel control removed and replaced, or wiring harness removed and replaced. If repairs or TDs are accomplished to module(s) while still attached to PSSN, then the module(s) must first be reported in DECKETR as removed then inducted into the repair process and re-posted in DECKETR reattached to the PSSN after completion of repairs/TDs.
21-97	An engine or module returned to an RFI status after completion of second (2 nd) degree repair. Not used when reporting on a PSSN.
21-98	An engine or module returned to an RFI status after completion of a third (3 rd) degree repair. Not used when reporting on a PSSN.

6.4 22 Series - Serviceable Uninstalled RFI EPSM (Fleet Activities Only)

The “22” Series is reserved for uninstalled RFI pool assets transferred to or stored on aircraft carriers (CV), amphibious assault (L-class), other air-capable ships, or other forward-deployed Supply Department assets. These EPSMs will be pooled for Fleet operations and will not be issued to support other operations unless specifically authorized by the TYCOM or designated Type Wing.

22	Used to report buildup of an RFI engine as a QECA or compilation of a modular propulsion system.
22-60	Transfer of an RFI EPSM to a ship.
22-61	Receipt of an uninstalled RFI EPSM by a ship.

6.5 23 Series - Serviceable Uninstalled RFI EPSM at FRC or Commercial Repair Activity (Not For Fleet Use)

23	a. Report compilation of a modular propulsion system. b. Report change of status to RFI for correlation engines/propulsion system (status 40 Series).
23-01	Engine or module returned to RFI status after completion of repair. Not used when reporting on a PSSN. Also used to report Depot repair more extensive than 1. Use of this code will zero out hours since overhaul (HSO).
23-50	Receipt of an RFI uninstalled EPSM not currently in DECKETR, usually new from the manufacturer, but can be from another Government agency.
23-52	Report change in an RFI engine/module series.
23-60	Transfer of an RFI uninstalled EPSM.
23-61	Receipt of an RFI uninstalled EPSM.
23-74	a. Engine/propulsion system. Removal of an RFI engine/propulsion system (i.e., cannibalization, BUNO swaps of engine/propulsion system or for transfer as directed by higher authority). b. Module/Component. Removal of an RFI module from an installed propulsion system.
23-91	An engine or module returned to RFI status after completion of 1 st repair. Not used when reporting on a PSSN.
23-95	An engine or module returned to RFI after compliance with a TD when no other repair was accomplished. Not used when reporting on a PSSN.
23-96	An EPSM returned to an RFI status when reported discrepancy cannot be duplicated or the equipment is operating within allowable tolerances. Also used when engine accessories are inspected/treated/replaced, fuel control removed and replaced, or wiring harness removed and replaced. If repairs or TDs are accomplished for module(s) while still attached to PSSN, then the module(s) must first be reported removed and inducted into the repair process and reattached to the PSSN after completion of repairs/TD incorporated.

23-97	An engine or module returned to RFI status after completion of 2 nd degree repair. Not used when reporting on a PSSN.
23-98	An engine or module returned to RFI status after completion of 3 rd degree repair. Not used when reporting on a PSSN.

6.6 24 Series - Serviceable Uninstalled NRFI EPSM (Fleet Activities Only)

The EPSM shall remain in the “in-work” status until the repair cycle is delayed because of awaiting parts (AWP), an awaiting maintenance (AWM) situation occurs, or the repair is completed. An “AWP” or “AWM” status shall be reported as the EPSM reaches the work stoppage for that situation. An EPSM shall once again be reported “in-work” when parts are received or the AWM situation ends. The EPSM shall be reported in an RFI status at repair completion. Should an EPSM receive a change in series while undergoing repair, an appropriate series change status will be reported after completion of repair.

24	a. Engines/Propulsion Systems: Reporting installation of a serviceable NRFI engine/propulsion system. For example, one installed for weight and balance purposes. b. Modules Only: Reporting installation of a serviceable NRFI module on an uninstalled NRFI propulsion system for shipping purposes.
24-50	Receipt of an NRFI uninstalled EPSM not in the AEMSDECKETR database but from another Government agency. Fleet activities are authorized to use this code only when EPSM is received from another Government agency for Navy use.
24-60	Transfer of an uninstalled serviceable NRFI EPSM to an I-level activity (Aircraft Intermediate Maintenance Department/Detachment (AIMD)/MALS).another Reporting Custodian. <u>Do not</u> use when EPSMs are transferred to Naval Air Depots, commercial repair activities, and Army and Air Force repair activities designated by NAVAIR as Designated Repair Points (DRPs). F110 afterburners can be but usually are not transferred NRFI to a Naval Air Depot or a NAVAIR DRP.
24-61	Receipt of an uninstalled serviceable NRFI EPSM.
24-72	Used to downgrade an uninstalled RFI EPSM to NRFI status.
24-74	a. Engine/Propulsion System. Reporting removal of a serviceable NRFI gas turbine engine/propulsion system for transfer to a Fleet Readiness Center (FRC)/afloat intermediate maintenance activity. This transaction will be reported as of the date the determination is made that the aircraft is no longer flyable, due to an engine/propulsion system requirement, regardless of the date the engine/propulsion system is actually removed. This transaction serves as an indicator to the system that a replacement engine/propulsion system is required. b. Module. Removal of an NRFI module from an uninstalled NRFI propulsion system. To remove an NRFI module from an RFI propulsion system, report downgrade of the propulsion system using STST code 24-72 before removing the module.

24-92	Reporting an AWM delay of repair process of a serviceable, NRFI gas turbine engine or module undergoing repair, inspection, or Technical Directive Compliance (TDC) for reasons other than parts shortage (i.e., physical shop size limitations, manning level below authorization, test cell down, test cell equipment not on hand, status 24 engines/modules awaiting shipment to another repair activity, or awaiting Beyond Capability of Maintenance (BCM) authority. Engines/modules shall not be placed in STST 24-92 for such things as off-shift hours, ceremonies, military duties, or holidays. Remarks shall include reason for AWM. This STST code will not be reported until after the EPSM enters the repair process. Not used when reporting on a PSSN.
24-93	Reporting a serviceable, NRFI gas turbine engine or module in work for repair, inspection, or TDC. Not used when reporting on a PSSN. Repair commences the date the engine or module is inducted into repair, not the date it is received at the repair activity. Engines or modules will not be reported in work until they are in the process of being un-canned with intent to place in work. Do not report completion of work until engine or module packing and preservation is complete. The engine or module shall remain in work until the repair cycle is delayed because an AWP, an AWM, or the repair is completed. An "AWP" or "AWM" status shall be reported as soon as the engine or module is at "work stoppage" for that situation. An engine/module shall once again be reported "in work" when parts are received or the AWM situation ends. The engine or module shall be reported in an "RFI" status at repair completion.
24-94	Reporting work stoppage of a serviceable, NRFI engine/module due to lack of parts/components. This STST code will not be reported until after the EPSM enters the repair process. Not used when reporting on a PSSN.

6.7 33 Series* - Uninstalled Unserviceable EPSM at FRC or Commercial Repair

33	a. Engines/Propulsion Systems: Reporting installation of an unserviceable engine/propulsion system installed for weight and balance purposes. b. Modules only: Reporting installation of an unserviceable module (status 36) on an uninstalled, unserviceable propulsion system for shipping purposes.
33-50	Receipt of uninstalled, unserviceable EPSM that is not presently in the DECKETR database, usually from another Government agency.
33-60	Transfer of uninstalled, unserviceable EPSM. Can also be used by CNATT to transfer EPSM back to a FISC or FRC.
33-61	Receipt of uninstalled unserviceable EPSM awaiting Depot repair.
33-72	Downgrade of an uninstalled EPSM from RFI to unserviceable.
33-74	Removal of an unserviceable EPSM due to failure.

* **Note:** A status code 33 is usually followed by a status code 36 before submitting any other status code.

6.8 36 Series - Unserviceable EPSM Repair at FRC or Commercial Repair Activity

36	Allocation for repair.
36-92	AWM, other than lack of parts, on an uninstalled, unserviceable engine/module. This STST code will not be reported until after the engine/module enters the rework/repair process. Not used when reporting on a PSSN.
36-93	In work, undergoing repair. Not used when reporting on a PSSN. Repair commences the date the engine/module is inducted into repair, not the date it is received at the repair activity. Engine/module will not be reported in work until it is un-canned with intent to place in work. Do not report completion of work until engine/module packing and preservation is complete. The engine/module shall remain in work until the repair cycle is delayed due to lack of parts, an AWM situation occurs, or the repair is completed. An "AWP" or "AWM" status shall be reported as soon as the engine/module is at "work stoppage" for that situation. An engine/module shall once again be reported "in-work" when parts are received or the AWM situation ends. The engine/module shall be reported in a "RFI" status at repair completion.
36-94	Work stoppage on engine/module in repair process due to AWP. Not used when reporting on a PSSN.
36-96	EPSM has completed repair and passed test cell performance by use of slave parts/components.

6.9 37 Series/38 Series - EPSM Impacted by Monetary Constraints or Awaiting Engineering Resolution

37	Unserviceable EPSM awaiting Depot repair not being processed due to monetary constraints.
38-02	EPSM awaiting Engineering Investigation (EI) or Quality Deficiency Report (QDR)/litigation.
38-03	EPSM completion of EI or QDR/litigation.
38-60	Transfer for EI/QDR.
38-61	Received for EI/QDR.
38-93	EI in progress.

6.10 40 Series - EPSM Test Cell Correlation Category

40	Designation of a test cell correlation EPSM.
40-60	Transfer of test cell correlation EPSM.
40-61	Receipt of test cell correlation EPSM.

6.11 42 Series - NAVICP Disposition Execution EPSM Awaiting Disposition (RFI/NRFI)

42-01	NAVICP directing the Controlling Custodian of the unit to transfer Controlling Custodian ownership to NAVICP for RFI EPSM located at the FISC.
42-02	NAVICP directing the Controlling Custodian of the unit to transfer Controlling Custodian ownership to NAVICP for NRFI EPSM located at the FISC/FRC / Aerospace Maintenance And Regeneration Center (AMARC).

6.12 46 Series - EPSM Bailed or Loaned Category (All Commands)

46-60	Transfer of an uninstalled bailed or loaned EPSM to contractor or another Government agency.
46-61	Receipt of an uninstalled EPSM into bailed or loaned status by commercial repair or another Government agency.

6.13 48 Series - EPSMs at Naval Air Maintenance Training Group Category (All Commands)

48-60	Transfer of an EPSM to CNATT. Also, transfer between CNATT sites.
48-61	Receipt of an EPSM by CNATT. Also, receipt from other CNATT sites.

6.14 49 Series - EPSM - Strike Category (All Commands)

49-80	Transfer of an EPSM to property disposal officer.
49-81	Transfer of an EPSM to another Government agency.
49-82*	EPSM loss due to crash.
49-83	EPSM transferred to International Logistics Program (Foreign Military Sales (FMS)).
49-84	EPSM stricken due to intentional loss.
49-85	EPSM transferred to technical training other than CNATT.
49-86	Stricken from Navy inventory for any reason not covered by other Star codes.
49-89	Completion of Reclamation in Lieu of Procurement (RILOP) process. EPSM is stricken without further action from NAVICP.

* Note: Reporting Custodians are authorized to report STST code 49-82 (loss due to crash) without prior approval of TYCOM. This STST code is only used when recovery is impossible.

6.15 90 Series - EPSM - Disassembly

90	A computer-generated entry when all modules are removed from a propulsion system. The propulsion system is then to be considered in a disassembled status.
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7.0 RFR/Downgrade Codes

Section 7.1 identifies the Reason For Removal (RFR)/Downgrade codes arranged by category. Section 7.2 shows the same codes arranged sequentially.

7.1 RFR Codes by Category

The following sections identify the RFR/Downgrade codes by category.

7.1.1 Basic Engine

Table 1. Basic Engine RFR Codes

Code	Explanation
0A	Removal From Stricken Aircraft/PSSN
1A	Engine, Flameout
1B	Engine, Start, Hot
1W	Oil, Contamination (Other Than Metal)
1Z	Engine, Smoke/Fumes in Cockpit
2C	Internal Noise/Binding/Rub
2F	Engine, Overspeed
2N	Oil, Contamination Metal
2Q	Corrosion
3A	Engine, Can't Trim (High/Low Engine Pressure)
3D	Engine, Vibration
3M	Engine, Fails to Accelerate
3P	Engine Will Not Start
3R	Low Performance (Power/Torque/Thrust/Efficiency/Fan Speed)
3T	Oil Consumption
3U	Engine, Unstable/Surging
3W	Cannibalization, RFI BUNO Swap
3X	Cannibalization (Non-RFI Removals)
4A (Note 1)	Removed RFI to Facilitate Other Maintenance (FOM), Associated MOD Failure
4B	Engine, Accident/Incident Damage
4D (Note 2)	Cannibalization, Inter-Activity Transfer
4E	Engine, Test Cell Verification
4K	Battle Damage/FOD/Associated Battle Damage
4W	RDT& E Projects
5A	Fire Fighting Chemical Ingestion
5B	Fire, Engine

Code	Explanation
5F	Fire, Aircraft
5G	Refurbishment/Overhaul
5X	Hydraulic Fluid Ingestion
6A	Technical Directive Compliance
6E	Oil, Starvation
6F	Engine, Overtemp
6Q	Engine, Stall, Compressor
6V	Low Cycle Fatigue
7C (Note 3)	High-Time, Component Only
7D (Note 3)	High-Time, Component (HEMP/HIS/MEI)
7E	High-Time, HEMP/HSI/MEI (INSP Only)
7G	High-Time, Component (Counts)
7I	Salt Water Ingestion
7J	Leak, Air
7K	Leak, Oil
7L	Leak, Fuel
7V	Filter Debris Analysis
8B	Engine, Temperature Out of Limits
8F	Oil, JOAP Lab Recommendation
9A	Engine, Test Cell Penalty Run
9B	Engine, Airseal Worn
9F	Engine, Wet Start

Note 1: Removal Code 4A shall be used on propulsion system modules removed to facilitate removal and repair of an NRFI module from the same propulsion system.

Note 2: This code shall to be used when Reporting Custodians are directed by Type Commanders, Functional Wings, Commanding General Marine Air Wings, or Commander Carrier Air Wings to remove an RFI engine/propulsion system from an aircraft and transfer it to another Reporting Custodian.

Note 3: Enter the nomenclature of high time components in the transaction remarks section.

7.1.2 Oil System

Table 2. Oil System RFR Codes

Code	Explanation
1G	Engine, Accessory Gearbox Malfunction
1R	Failure, Reduction Gearbox
5Q	Oil, High Pressure

Code	Explanation
5W	Oil, Low Pressure
8A	Oil, Excessive From Breather
8P	Failure, Bearing
9J	Oil, High Sump Pressure

7.1.3 Fan/Low Pressure Compressor

Table 3. Fan/Low Pressure RFR Codes

Code	Explanation
2A	Cracked, Case Inlet (FAN/LPC)
3Q	Failure, Internal (FAN/LPC)
6J	Cracked/Broken, Compressor Vane/Blade/Shroud (FAN/LPC)
9C	FOD
9K	Blade/Vane Blended Beyond Limits (FAN/LPC)
9N	Cracked/Broken, Variable Guide Vanes Inlet Case
9P	Cracked, Case (FAN/LPC)

7.1.4 High Pressure Compressor

Table 4. High Pressure Compressor RFR Codes

Code	Explanation
2S	Cracked/Broken/Disconnect Inlet Guide Vane (HPC)
5C (Note 4)	FOD, Compressor (HPC)
5E (Note 5)	Failure, Internal Compressor (HPC)
6K	Blade/Vane Blended Beyond Limits (HPC)
6L	Internal Noise/Binding/Rub - Start/Shutdown (HPC)
6N	Disconnect/Broken/Failure, Compressor Guide Vane (HPC)
6P	Cracked, Case (HPC)
6R	Erosion/Corrosion (HPC)
6Z	Cracked/Broken, Compressor Vane/Blade, Shroud (HPC)
8N	Broken/Inoperative, Bleed Valve (HPC)

Note 4: Removal Code 5C shall be used when a foreign object enters the compressor and causes failure of the engine.

Note 5: Removal Code 5E shall be used when the compressor has an internal failure that causes failure of the engine.

7.1.5 Combustion Section

Table 5. Combustion Section RFR Codes

Code	Explanation
8E	Cracked/Worn, Nozzle Segments (COMB)
9E	Cracked/Worn, Case (COMB)
9H	Cracked/Worn, Liner (COMB)
9S	Material Missing

7.1.6 Pressure Turbine

Table 6. Pressure Turbine RFR Codes

Code	Explanation
1T	Internal Noise/Binding/Rub - Start/Shutdown (HPT)
1V	Sulfidation, Blade/Vane (HPT)
4R	Failure, Turbine Exhaust Duct (LPT)
5D	FOD, Turbine (HPT)
5H	Failure, Internal Turbine (HPT)
6T	Failure, Turbine Nozzle (HPT)
7T	Cracked/Broken Blade (HPT)
7U	Erosion, Blade (HPT)
8C	Failure, Turbine Disk (HPT)
8D	Cooling Air Holes Clogged (HPT)
9X	Cracked/Worn/Missing, Shroud (HPT)
9W	Cracked/Worn/Missing, Shroud (LPT)

7.1.7 Afterburner

Table 7. Afterburner RFR Codes

Code	Explanation
1L	FOD, Afterburner Damage
1M	Syn/Act Ring Malfunction
4S	Failure, Variable Nozzle (AB)
8K	Cracked, Flame Holder (AB)
8Q	Cracked/Broken/Worn, Mount
8T	Failure, Liner Crack/Failed (AB)
8V	Cracked/Failure, Nozzle Cylinder (AB)

Code	Explanation
8X	Cracked/Worn, Nozzle Flap/Seal (AB)
8Y	Afterburner Failed To Light
9Y	Cracked/Failure, Spraybar (AB)
9Z	Leak, Fuel Afterburner

7.1.8 Other

Table 8. Other RFR Codes

Code	Explanation
1S	Loose, Prop Shaft/Prop Nut Failed Break Away Torque
1Y	High-Counts, Removed For
3E	Damaged, Dropped, Faulty Handling
4L	Damaged In Transit (PHS&T)
4M	Cracked, Case Diffuser
4P	Engine, Seizure
5U	Decoupled, Engine/Reduction Gear Assy

7.2 Sequential RFR Codes

The following table sequentially lists the RFR/Downgrade codes.

Table 9. RFR Codes Arranged Sequentially

Code	Description
0A	Removal From Stricken Aircraft/PSSN
1A	Engine, Flameout
1B	Engine, Start, Hot
1G	Engine, Accessory Gearbox Malfunction
1L	FOD, Afterburner Damage
1M	Syn/Act Ring Malfunction
1R	Failure, Reduction Gearbox
1S	Loose, Prop Shaft/Prop Nut Failed Break Away Torque
1T	Internal Noise/Binding/Rub - Start/Shutdown (HPT)
1V	Sulfidation, Blade/Vane (HPT)
1W	Oil, Contamination (Other Than Metal)
1Y	High-Counts, Removed For
1Z	Engine, Smoke/Fumes in Cockpit
2A	Cracked, Case Inlet (FAN/LPC)

Code	Description
2C	Internal Noise/Binding/Rub - Start/Shutdown (Engine/FAN/LPC)
2F	Engine, Overspeed
2N	Oil, Contamination Metal
2Q	Corrosion
2S	Cracked/Broken/Disconnect Inlet Guide Vane (HPC)
3A	Engine, Can't Trim (High/Low Engine Pressure)
3D	Engine, Vibration
3E	Damaged, Dropped, Faulty Handling
3M	Engine, Fails to Accelerate
3P	Engine, Start, Inability To
3Q	Failure, Internal (FAN/LPC)
3R	Low Performance (Power/Torque/Thrust/Efficiency/Fan Speed)
3T	Oil, Consumption
3U	Engine, Unstable/Surging
3W	Cannibalization, RFI BUNO Swap
3X	Cannibalization (Non-RFI Removals)
4A (Note 6)	Removed RFI to FOM, Associated MOD Failure
4B	Engine, Accident/Incident Damage
4D (Note 7)	Cannibalization, Inter-Activity Transfer
4E	Engine, Test Cell Verification
4K	Battle Damage/FOD/Associated Battle Damage
4L	Damaged In Transit (PHS&T)
4M	Cracked, Case Diffuser
4P	Engine, Seizure
4R	Failure, Turbine Exhaust Duct (LPT)
4S	Failure, Variable Nozzle (AB)
4W	Research, Development, Test, and Evaluation (RDT&E) Projects
5A	Fire Fighting Chemical Ingestion
5B	Fire, Engine
5C (Note 9)	FOD, Compressor (HPC)
5D	FOD, Turbine (HPT)
5E (Note 10)	Failure, Internal Compressor (HPC)
5F	Fire, Aircraft
5G	Refurbishment/Overhaul
5H	Failure, Internal Turbine (HPT)
5Q	Oil, High Pressure
5U	Decoupled, Engine/Reduction Gear Assy

Code	Description
5W	Oil, Low Pressure
5X	Hydraulic Fluid Ingestion
6A	Technical Directive Compliance
6E	Oil, Starvation
6F	Engine, Overtemp
6J	Cracked/Broken, Compressor Vane/Blade/Shroud (FAN/LPC)
6K	Blade/Vane Blended Beyond Limits (HPC)
6L	Internal Noise/Binding/Rub - Start/Shutdown (HPC)
6N	Disconnect/Broken/Failure, Compressor Guide Vane (HPC)
6P	Cracked, Case (HPC)
6Q	Engine, Stall, Compressor
6R	Erosion/Corrosion (HPC)
6T	Failure, Turbine Nozzle (HPT)
6V	Low Cycle Fatigue
6Z	Cracked/Broken, Compressor Vane/Blade, Shroud (HPC)
7C (Note 8)	High-Time, Component Only
7D (Note 8)	High-Time, Component (HEMP/HIS/MEI)
7E	High-Time, HEMP/HSI/MEI (INSP Only)
7G	High-Time, Component (Counts)
7I	Salt Water Ingestion
7J	Leak, Air
7K	Leak, Oil
7L	Leak, Fuel
7T	Cracked/Broken Blade (HPT)
7U	Erosion, Blade (HPT)
7V	Filter, Debris Analysis
8A	Oil, Excessive from breather
8B	Engine, Temperature Out of Limits
8C	Failure, Turbine Disk (HPT)
8D	Cooling Air Holes Clogged (HPT)
8E	Cracked/Worn, Nozzle Segments (COMB)
8F	Oil, JOAP Lab Recommendation
8K	Cracked, Flame Holder (AB)
8N	Broken/Inoperative, Bleed Valve (HPC)
8P	Failure, Bearing
8Q	Cracked/Broken/Worn, Mount
8T	Failure, Liner Crack/Failed (AB)

Code	Description
8V	Cracked/Failure, Nozzle Cylinder (AB)
8X	Cracked/Worn, Nozzle Flap/Seal (AB)
8Y	Afterburner Failed To Light
9A	Engine, Test Cell Penalty Run
9B	Engine, Airseal Worn
9C	FOD, Fan/LPC
9E	Cracked/Worn, Case (COMB)
9F	Engine, Wet Start
9H	Cracked/Worn, Liner (COMB)
9J	Oil, High Sump Pressure
9K	Blade/Vane Blended Beyond Limits (FAN/LPC)
9N	Cracked/Broken, Variable Guide Vanes Inlet Case
9P	Cracked, Case (FAN/LPC)
9S	Material Missing
9W	Cracked/Worn/Missing, Shroud (LPT)
9X	Cracked/Worn/Missing, Shroud (HPT)
9Y	Cracked/Failure, Spraybar (AB)
9Z	Leak, Fuel Afterburner

Note 6: Removal Code 4A shall be used on propulsion system modules removed to facilitate removal and repair of an NRFI module from the same propulsion system.

Note 7: This code shall to be used when Reporting Custodians are directed by Type Commanders, Functional Wings, Commanding General Marine Air Wings, or Commander Carrier Air Wings to remove an RFI engine/propulsion system from an aircraft and transfer it to another Reporting Custodian.

Note 8: Enter the nomenclature of high time components in the transaction remarks section.

Note 9: Removal Code 5C shall be used when a foreign object enters the compressor and causes failure of the engine.

Note 10: Removal Code 5E shall be used when the compressor has an internal failure that causes failure of the engine.

8.0 Core ETR Data Elements

The following table identifies the core ETR data elements. Only those required per transaction will be required by DECKETR. DECKETR does not require input of the Status code or the Star code. DECKETR automatically generates and populates applicable STST codes. All ETRs will be loaded into the DECKPLATE Data Warehouse on a daily basis.

Table 10. Core ETR Data Elements

	Data Element	Size	Definition
(1)	Transaction Serial Number	6 N	A number that identifies each transaction reported during the calendar year. Transaction serial numbers run sequentially throughout the year beginning with 001 for the first transaction reported, through 999 or December 31, whichever occurs first. Activities exceeding 999 before the end of the year will begin again with 001.
(2)	Serial Number	7 A/N 8 A/N	<u>For Engines, Modules, and PSSNs:</u> A number used to identify each EPSM. If the number is shorter than seven digits, add leading zeros (0) to fill the field. All T56A module serial numbers begin with "9". <u>For Components:</u> 8-digit, alphanumeric. The T400 gearbox is tracked as a component.
(3)	Date	8 A/N	Date in mm-dd-yy format.
(4)	EPSM Type Model Series	15 A/N	A maximum, fifteen-character field with a space between TYPE MODEL and MANUFACTURER that is used to identify the type, model, and manufacturer of each EPSM. A list of values provided by DECKETR and actual input of TMS not required except on Serno creation ETRs and series change ETRs.
(5)	Reporting Custodian Org Code	3 A/N	The Org Code of the activity having reporting responsibility for the EPSM.
(6)	Flight Hours Since New TSN	5 N	Flight Hours Since New (HSN) accumulated on an EPSM. Drop all tenths and do not round off. Do not calculate test cell hours. Report flight hours for PSSNs and modules, not Equipment Operating Time (EOT)/Transaction Serial Number (TSN).
(7)	Reporting Custodian Org Code Received From/Transferred To	3A/N	The Org Code of the activity to which the EPSM is being transferred or by which it is being received.

	Data Element	Size	Definition
(8)	Aircraft Model (ACMD)	7 A/N	A seven-character field used to identify the aircraft model. This only applies to the DECKPLATE ETR Worksheet (Appendix B). The AIRRS database will provide the Aircraft TMS on those applicable ETRs.
(9)	BUNO Or PSSN	6 N 7 A/N	<u>For the aircraft BUNO</u> on which the engine or propulsion system is being installed or removed. <u>For the PSSN</u> when reporting installation or removal of a module.
(10)	EPSM Position	1 N	The position where the EPSM is/was installed on the aircraft. Engine/propulsion systems positions are numbered from the left wing (pilot's left) through the right wing. On single engine aircraft, use "1".
(11)	Reason for Removal/Repair/Downgrade	2 A/N	A two-character code used to describe why an EPSM is being removed or downgraded. It is also used upon completion of repair to identify the actual reason for repair.
(12)	QECA Configuration	1 A/N	This field will be used when an engine or propulsion system is placed in an RFI status and a QECK is installed. If the QECA is configured for a specific position, identify it by reporting 1, 2, 3, or 4 in this field. If a QECA does not have a specific position, report X. If a QECA is not attached, report 0 (zero). Use digits 1 and 2 to indicate the specific T58 configuration.
(13)	Inspection Code	1A	This data field is also used when reporting compliance with a major engine inspection (MEI) in lieu of a 1 st , 2 nd , or 3 rd degree repair. If an MEI was accomplished, report a "Y" in the inspection block of the repair transaction. This results in the Hours Since Inspection (HSI) being set to 0 (zero). F402 engine life counts will also be set to 0 (zero). If an "MEI" was not accomplished, report an "N" in the inspection block of the repair transaction. If an "N" is reported, neither F402 counts nor HSI will be reset to 0 (zero).
(14)	Job Control Number	11 A/N	The 9-, 10-, or 11-digit Job Control Number (JCN) associated with the repair process of an engine/module.
(15)	Remarks	255A/N	Input available for pertinent amplifying remarks.

8.1 Remarks (Data Element 15)

All ETRs require remarks. DECKETR automatically generates remarks for EOQ and computer generated ETRs. STST codes tend to be vague at times and the amplifying remarks are used to clearly define the transaction.

The F402 engine tracks engine life counts. These counts will be reported in the Life Usage Indicator (LUI) section of the engine transaction. Reporting criteria will follow the same guidelines as engine transaction data element (6): Flight Hours Since New. For example, if the transaction that you are reporting requires an entry for data element (6), you must also report engine life counts.

Enter the TD number in remarks (i.e., 100/RFI/INC PPC 154 REV A) when TDs are accomplished. If a series change was accomplished because of TDC, enter the TD number in the remarks of the series change transaction.

If there is an administrative reason that will prevent further action on the EPSM (i.e., missing Aeronautical Equipment Service Record (AESR) preventing re-issue, etc.), enter the nature of the problem.

Enter the Date Time Group (DTG) of the EPSM strike message or the DTG of the Reporting Custodian's request for strike action.

When an uninstalled EPSM is transferred on station, the transferring activity shall enter the eight-digit document number (i.e., 2137G444) in the remarks section of the transfer ETR message or worksheet (see Appendix B). If using the DECKETR on-line database, the document number will be entered in a separate field provided expressly for that purpose. If the uninstalled EPSM is transferred off station, the transferring activity shall enter the seventeen-digit Transportation Control Number (TCN) (i.e., N000192137G123) in the remarks section on the transfer ETR message or worksheet. If using the DECKETR on-line database, enter the TCN in the specific field provided.

8.2 Recommended Remarks by ETR Action

The following table identifies recommended remarks to be entered for specific types of ETR actions.

Table 11. Recommended Remarks by ETR Action

ETR Action	Recommended Remarks
OTW Gearbox Change	Include the removed/installed gearbox serial numbers.
Establish Serno	The Government agency or manufacturer from which the EPSM was received.
Series Change	What change to the series and by what authorization. If series change was directed by a TD, list the TD number.

ETR Action	Recommended Remarks
Transfer	When an EPSM is being transferred on station, the transfer activity will enter the eight-digit document number (i.e., 5125G123) in the remarks section of the transfer ETR. It will be entered in a separate field provided in on-line DECKETR database. If the engine is to be transferred off station, the transferring activity will enter the seventeen-digit TCN (i.e., N000102125G123) in the remarks section of the transferring ETR. It will be entered in a separate field provided in the on-line DECKETR database.
Removals / Downgrades	Exact reason for which an EPSM was removed/downgraded.
Awaiting Parts	Major part(s) AWP for (nomenclature, document number).
Awaiting Maintenance	Reason for AWM.
Repair / RFI	Reason for repair (i.e., RFI 2 nd degree repair/oil leak/MEI accomplished (yes) or not accomplished (no). TDC incorporation only and list TD number(s). If repairs or TDCs were accomplished to module(s) while attached to PSSN, the module must be reported as removed from PSSN, inducted into the repair process, and reattached when repairs/TDCs are complete.
Engineering Investigation	EI or QDR. Use DTG of message authorization.
Correlation	DTG of message or authorization.
Awaiting Disposition	Cite documentation requesting disposition instructions (message DTG).
Strike to DRMO	Identify which Defense Reclamation Material Office (DRMO) Property Disposal Officer the engine was transferred to, and list document number/TCN and authority.
Strike to another Gov Agency	Identify the Government agency the engine/propulsion system was transferred to, and list document number and authority.
Strike due to Crash Damage	EPSM loss due to crash.
Strike to FMS	Transfer to International Logistic Program. Document number and authority.
Strike for Intentional loss	Reason for intentional loss.
Strike for Technical Training	Transfer to technical training other than CNATT. Document number and authority.
Strike for Other Reasons	Reason not covered by other Star codes and authority to strike.
Strike for RILOP	RILOP complete.

8.3 Modular Engines

The module-tracking concept was conceived to support tracking modules under one PSSN instead of tracking them independently. Propulsion systems currently tracked include: T56A, T700GE, F404GE, and F414GE.

Reporting Custodians will submit a report on the propulsion system vice each module when circumstances permit.

Assembly	Modules		Quantity
T56-A-10 T56-A-14 T56-A-16 T56-A-425 T56-A-427 T56-A-427A Note: All T56 module Sernos begin with "9".	P	Power Section	1
	G	Gearbox	1
	T	Torque Meter	1
	Q	QECK	1
	GA	Gearbox Alcohol/Water Cooled (Only valid for T56-A-16 & T56-A-425)	1
	TN	Torque Meter (Only valid for T56-A-425)	1
Assembly	Modules		Quantity
T700-GE-401 T700-GE-401C	X	Cold Section	1
	L	Power Turbine	1
Assembly	Modules		Quantity
F404-GE-400 F404-GE-402 F414-GE-400	A	Afterburner	1
	C	Compressor	1
	F	Fan	1
	H	High Pressure Turbine	1
	L	Low Pressure Turbine	1
	S	Combustor	1

9.0 Detailed Reporting Procedures

9.1 Required Data Elements

All engine transactions will include data element numbers 2 through 6 and 15.

9.2 I-Level Work Assist

In circumstances where I-level personnel come to a Squadron to perform an assist action for the repair, the Squadron shall remove the engine NRFI and transfer it to the I-level. The I-level determines the degree of repair, transfers the engine back to the Squadron, and then re-installs the engine in the aircraft.

Note that the COMNAVAIRFORINST 4790.2A, NAMP reference (see Section 2.0) prohibits repair actions performed on a work request.

9.3 EOQ Report Procedures

All installed engines/propulsion systems will be reported as of the last day of March, June, September, and December. EOQ reports will be submitted by the seventh day of the month following the reporting period. Hard-copy EOQ reports shall be forwarded to the Type Wing/Marine Aircraft Wing (MAW)/Marine Air Group (MAG)/MALS but are not required to be forwarded to respective Controlling Custodians. Type Wing/MAW/MAG/MALS shall screen EOQ reports for accuracy and initiate corrective action as required.

Those activities using NALCOMIS have an EOQ message generation capability and can use that as your copy to your Type Wings/MAWs/MAGs/MALS. A sample ETR Worksheet is located in Appendix B of this document. The ETR date should always be the last day of the month for which the EOQ is required.

All activities owning installed engines are required to submit EOQ reports. A sample EOQ Worksheet is located in Appendix C of this document.

9.4 EOQ Reports via Naval Message

Activities submitting EOQ reports via Naval message shall designate their TYCOM as the action addressee. Type Wings/MAWs/MAGs/MALS will be information addressees. Be sure to include the Classification/Standard Subject Identification Code, name/rate/DSN telephone number of the person preparing the report, and the EOQ Julian date. The Julian date shall reflect the last day of the month in the reporting period, not the Julian date the report was prepared.

Total number of aircraft covered in EOQ paragraph 1, shall be listed by aircraft model regardless of engine type, model, or series installed. Aircraft at repair/modification sites will be included in the count. If no aircraft are undergoing repair or modification, state, "zero aircraft at repair or modification".

Engine/propulsion systems shall be listed on the message EOQ by aircraft BUNO and in engine/propulsion system position number order. Include aircraft model and BUNO of aircraft with bare firewalls even though they have no flight hours. If no bare firewalls exist, state, "Zero bare firewalls this report". Do not report bare firewalls for aircraft that have been transferred to repair/modification. (The number of aircraft in modification or repair is counted; bare firewalls are not.) BUNO sequence is not mandatory.

Additional remarks may be included in paragraph 2 of the EOQ message.

9.5 Special Instructions for COMFAIRWESTPAC Activities

Engines in repair activity must be reported. Reporting Custodians should contact the cognizant repair activity to determine correct hours to be reported and other changes in status, condition, or location for ETR/EOQ submission.

10.0 DECKETR Reporting

10.1 Submitting ETRs or EOQs

The following procedures apply to ETR/EOQ submission. Although not required, it is recommended that Depots and contractor activities using DECKETR submit ETRs in accordance with the following procedures:

Legacy NALCOMIS activities shall generate reports via NALCOMIS to facilitate DECKETR data entry.

Draft the engine transaction using the sample ETR Worksheet located in Appendix B of this document or a similar format prescribed by the Controlling Custodian. Each transaction entered via DECKETR shall be recorded on the ETR Worksheet.

If activities are unable to enter transactions because of errors on the previous report, contact the supporting Type Wing/MAG/MAW representative for resolution. If they are unable to correct the problem, the Type Wing/MAG/MAW shall contact the Controlling Custodian.

After the transaction has been successfully added to DECKETR, enter the computer-generated transaction serial number on the DECKETR Worksheet or NALCOMIS report before forwarding to the Type Wing/MAG/MAW representative. The Type Wing/MAG/MAW representative shall collect and screen the worksheets or reports for errors. If errors are noted, they shall notify the activities that corrections are required. The same holds true for missing reports. The requirement to maintain ETR/EOQ worksheets and NALCOMIS reports on file will be at the discretion of the Controlling Custodian. When entering data in the remarks field, always input the locally assigned transaction serial number(s) before entering the actual amplifying remarks. For example: 040/RMVD/OIL LEAK for a single transaction or 040-041/TRF'D TO VFA-106 for multiple transactions.

T-56 Over The Wing (OTW) gearbox/torque meter change on-line transactions are currently accomplished within the on-line DECKETR. This code can be used in all except the following situations:

- Do not use if the gearbox is only being removed to facilitate torque meter replacement.
- Do not use if the same gearbox serial number is to be reinstalled.

10.2 Message Formats

10.2.1 General Requirements

In circumstances where engine transactions are unable to be entered on-line, they will be submitted via priority Naval message. ETRs are considered “Operational” and are not subject to minimize restrictions. The first three words of the subject line must be transmitted as “AIRCRAFT ENGINE TRANSACTION”, as these messages will be routed electronically. ETRs/EOQs will be submitted in a horizontal format across a “portrait” (vice “landscape”) formatted page.

Submit only the lines of data that are applicable to the transaction. DO NOT USE “N/A” or “ZERO” to fill data elements.

Flight HSN shall reflect flight hours as recorded in the AESR/Module Service Record (MSR). All tenths of hours shall be dropped, not rounded. The entire AESR/MSR shall be recalculated to ensure correct flight hours are being reported. If discrepancies are encountered, contact the respective Type Wing or Controlling Custodian for assistance.

Please note that merely running a propulsion system across a test cell does not re-set time since new hours on an ETR.

When submitting an ETR via priority Naval message, ensure that the message includes the following:

- Type of Transaction: (i.e., transfer, receive, remove, or install)
- Status: (RFI or NRFI)
- Engine Serial Number: (six-digit serial number)
- Sending to, or receiving from, activity or aircraft BUNO (as appropriate)
- TCN: (looks like N00188-8175-G662 will be provided in disposition or transfer message)
- Date of action: YYYYMMDD or Julian date format
- JCN: (if NRFI removal)

10.2.2 Sample ETR Message Format

The following is a sample of the body format for an ETR Naval message:

```
PATUZYUW RHQBHMD1903 1941920-UUUU--RUCOSSA.  
ZNR UUUUU ZUI RUCOMCB2065 1941939  
P R 131920Z JUL 07 PSN 511021K10  
FM SHIP  
TO COMNAVAIRFOR SAN DIEGO CA//N421M//N422//N422D//  
INFO COMFAIRWESTPAC ATSUGI JA//N42/N421G// (if operating in 5th, 6th, 7th fleet)  
COMNAVSURFLANT NORFOLK VA (as appropriate)  
COMNAVSURFPAC SAN DIEGO CA (as appropriate)  
AIR DETACHMENT WING  
AIR DETACHMENT SQUADRON  
SHIP  
BT  
UNCLAS //N13700//  
MSGID/GENADMIN/WSC//  
SUBJ/AIRCRAFT ENGINE TRANSACTION REPORT//  
REF/A/DOC/NAVAIRINST 13700.15E//  
AMPN/REF A DELINEATES REPORTING PROCEDURES FOR AIRCRAFT ENGINE  
MANAGEMENT SYSTEM//  
POC/NAME/RANK/SHIP/PHONE/EMAIL//  
RMKS/1. TRANSFERRED NRFI T700-GE-401C ENGINE 366814 TO AIMD  
NORFOLK UNDER TCN N00188-8175-G662 ON 20080701. JCN is ???-???-???  
2. RECEIVED RFI T700-GE-401C ENGINE 366998 FROM FISC NORFOLK UNDER  
TCN N?????-8175-G663 ON 20080701.  
BT
```

10.2.3 Module Reporting

When all required modules are assembled to form a propulsion system, the assembly gains its own serial number known as the PSSN. The PSSN is used to report both propulsion system transactions and to automatically update modules that comprise it. In other words, individual modules need only be reported separately when they are not attached to a propulsion system.

The PSSN is used until a module is removed. At that time, the PSSN automatically goes into an “in-work” status and remains there until all modules are reinstalled. No further transactions should be reported on the propulsion system until all modules are reinstalled. If any installed module requires a transaction, submit a removal transaction for the affected module before reporting the applicable transaction.

Because of the complex nature of the DECKETR delete/correction process for propulsion systems/modules, activities are required to report transactions in the proper sequence when reporting module removals and installations. Report all modules removed before reporting modules being installed when the transactions occur on the same Julian date.

Example:

Action	Module	Julian Date
Removal	AB, Fan, HPT, Combustor	02200
Install	AB, Fan, HPT, Combustor	02200
Removal	LPT	02203
Install	LPT	02203
Removal	HPT	02204
Install	HPT	02209
Buildup	Propulsion System RFI	02209

For T56A, T700GE, F404GE, and F414GE propulsion systems, the flight time for modules installed on a propulsion system are updated from the flight hours since new of the propulsion system.

NRFI propulsion systems are not reported in the repair process since the actual repair is done to individual modules.

When a module is removed from or attached to a propulsion system, DECKETR automatically assigns the propulsion system an “in work” status. The PSSN AESR shall be retained by the reporting activity for utilization at a later date.

When reporting transactions for propulsion systems, verify module serial numbers using the DECKETR application screen/report. If module serial numbers do not agree, contact the Controlling Custodian. On the receipt ETR, list the hours displayed on the error message and annotate the remarks section with “Hours Discrepancy”. Contact the Type Wing/MAG/MAW for resolution. Do not remove the module until either the hours in the logbook or the hours listed in DECKETR have been corrected. If not corrected, the hour error will affect the module’s removal ETR.

Modules have components that must be replaced when their flight hour life limit is reached. When the flight hour calculations are incorrect, maintenance costs could be escalated because components were removed before their life limit. A far worse scenario of life-limit miscalculation could result in an accident or death because of the failure of the components. The following procedures will ensure correct flight hour calculations and reporting and will assist in making corrections when discrepancies are discovered.

When a propulsion system is received (RFI or NRFI) at intermediate-level activities, or an organizational-level activity performs an OTW gearbox/torque meter change, the entire Equipment Operating Record (EOR) flight hours must be recalculated. DO NOT assume the last flight hour calculation entry is correct. If no errors are discovered, prepare a receipt transaction. When errors are discovered, correct the EOR per procedures explained in Section 12.2.5. Then prepare a receipt transaction for entry into DECKETR. If the transaction is rejected because the flight hours don’t agree with the transfer transaction flight hours, an error message will be

displayed. At this point, DO NOT INPUT the hours from the error message and DO NOT PROCEED with entry of the receipt transaction. When the flight hours from the error message are used to enter the receipt transaction, it causes errors with the attached modules. Contact the Controlling Custodian for resolution of the discrepancy.

When a module is removed from the propulsion system, an uninstalled module is received, or an “O” level activity performs an OTW gearbox/torque meter change, recalculate all flight hour entries in the MSR section III (installation data) and section IV (removal data). If no errors are discovered, prepare a removal transaction. If an error is found, correct the MSR card per the procedures in Section 12.2.5, then prepare a removal transaction for entry into DECKETR. If the transaction is rejected because of a flight hour’s disagreement, an error message will be displayed. At this point, DO NOT input the hours from the error message and DO NOT proceed with entry of the removal transaction. DO NOT attempt to remove or attach any other modules from or to the propulsion system using a Julian date after the Julian date of the rejected module’s removal.

It is highly recommended that copies be made of the MSR card sections III and IV for all modules being removed or attached to a propulsion system. Without these copies, significant delays in module transaction reporting can be experienced when flight hour verification is required on modules transferred to activities out of the local area. When (not if) these discrepancies occur, the only recourse is to wait while the original copies are faxed to the Controlling Custodian for verification.

10.2.4 Special T/M/S-Driven Reporting Requirements

The F402 engine tracks engine life counts. These counts will be reported in the remarks section of the ETR. Reporting criteria will follow the same guidelines as engine transaction data element (6), flight hours since new. For example, if the transaction requires an entry for data element (6), then an entry for engine life counts must also be made in the remarks section for data element (15). This data must also be reported in the remarks section of the EOQ report.

10.2.5 EOQ Message Format

The following is a sample of the body format for an EOQ Naval message used for reporting installed engines:

SUBJ//END-OF-QUARTER (EOQ) REPORT /
REF//A/DOC/ NAVAIR 13700.15E //
RMKS/1. EOQ REPORT, EOQ DATE 07181 (PREPARED BY AZ2 SAILOR,
DEPLOYED), ORG AB3, ACFT MODEL: A6E, TOTAL 7. A6E BUNO 159365
IN REPAIR/MODIFICATION AT NADEP JAX, ENGINES TRFD TO NADEP JAX
CUSTODY ON JDATE 07076. A6E BUNO 159109 HAS ONE BARE FIREWALL
THIS REPORT.

A. EOQ REPORT AS FOLLOWS:

SERNO	ENGINE	TMS	TSN	ACMD	BUNO	POS
0660840	J52P8C		05962	A6E	151782	1
0677284			04804			2
0650560	8B		07156		152591	1
0660957	8C		03171			2
0677595			03453		152923	1
0661070			03428			2
0661063			04780		152931	1
0677675	8B		01322			2
0710555	8C		00514		152933	1
0710557			00514			2
0675141			05195		159109	2

2. REMARKS: ENTER ANY REMARKS CONSIDERED APPROPRIATE

10.2.6 EOQ Message Correction Procedures

10.2.6.1 General Information

When an error is detected in a submitted EOQ report, the Reporting Custodian submits a correction message. Legacy NALCOMIS activities shall generate delete/correct ETRs/EOQs via NALCOMIS and forward to the Controlling Custodian via the Type Wing/MALS for screening.

Reporting Custodians will identify the report being corrected by message DTG and ETR number/EOQ date. The complete, erroneous transaction line will appear on the correction message, identified by the transaction serial/line number of the original transaction. At the end of the transaction line, add the word "DELETE". The incorrect/erroneous transaction will be followed on the next line by a transaction containing the correct data. At the end of the correct transaction line, add the word "CORRECT". The correction message will include only those transactions cited on the original message that require corrections.

Corrected transactions shall not be assigned a new ETR/transaction serial number. All addressees of the original message with a need to know requirement will be included on the correction message.

Correction messages submitted at the direction of higher authority will include the phrase: “CORRECTED IN ACCORDANCE WITH _____” and will cite the reference. For example, “CORRECTED IN ACCORDANCE WITH NAVAIR 081530Z MAY 06.” Correction messages directed by higher authority will be submitted within 24 hours of notification.

Activities detecting errors on submitted reports will initiate the required corrective action without waiting for higher authority direction. The amplifying remarks paragraph of the correction message will identify the field (or fields) being corrected. For example: “PROPULSION SYSTEM SERIES CORRECTED TO READ 14 VICE 10.”

When a correction is required for more than one ETR, they may be combined on one correction message. It is essential to reference the original DTG for each ETR being corrected.

11.0 Reports Available in DECKPLATE

11.1 DECKPLATE Commands

There are many preformatted commands that can be executed from the DECKPLATE application. These commands can be used to retrieve data regarding repairs, BCM/downgrades, removals, MTSR calculations, turn-around-time, AWP, AWM, transit, and total RFIs (to name a few).

11.2 Engine Management Web Site

In addition to a complete listing of DECKPLATE commands, the Engine Management Web site has a number of documents available for download from the following URL:

<http://logistics.navair.navy.mil/deckplate/index.cfm>

A link to the NAVAIR Instruction Web site will exist for this instruction. Also included is the link for user registration and a link to the NAVAIR Propulsion Online Livelink. An additional important capability of the Web site is the ability to email the DECKETR Help Desk (see 3.1) with questions or system problems.

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Appendix A - Acronyms

Acronym	Full Name
ACMD	Aircraft Model
AEMS	Aircraft Engine Management System
AESR	Aeronautical Equipment Service Record
AIMD	Aircraft Intermediate Maintenance Department/Detachment
AMARC	Aerospace Maintenance And Regeneration Center
ATD	Acceptance Test Description
AWM	Awaiting Maintenance
AWP	Awaiting Parts
BCM	Beyond Capability of Maintenance
BR	Business Rules
BUNO	Bureau Number
CNATRA	Chief of Naval Air Training
CNATT	Center for Naval Aviation Technical Training
CY	Current Year
DD	Data Dictionary
DECKETR	DECision Knowledge Programming for Logistics Analysis and Technical Evaluation Engine Transaction Reporting
DECKPLATE	DECision Knowledge Programming for Logistics Analysis and Technical Evaluation
DH	Desktop Handbook
DRMO	Defense Reclamation Material Office
DRP	Designated Repair Point
DTG	Date Time Group
EI	Engineering Investigation
EOQ	End-of-Quarter
EOR	Equipment Operating Record
EOT	Engine Operating Time
EPSM	Engines/Propulsion Systems/Modules/Components
ETR	Engine Transaction Report
FISC	Fleet and Industrial Supply Center
FMS	Foreign Military Sales
FOM	Facilitate Other Maintenance
FOUO	For Official Use Only
FRC	Fleet Readiness Center
GUI	Graphical User Interface

Acronym	Full Name
HSI	Hours Since Inspection
HSN	Hours Since New
HSO	Hours Since Overhaul
JCN	Job Control Number
LUI	Life Usage Indicator
MAG	Marine Air Group
MALS	Marine Aviation Logistics Squadron
MAW	Marine Aircraft Wing
MEI	Major Engine Inspection
MSR	Module Service Record
MTP	Master Test Plan
NALDA	Naval Aviation Logistics Data Analysis
NALDA IDE	Naval Aviation Logistics Data Analysis Integrated Data Environment
NAMP	Naval Aviation Maintenance Program
NAVAIR	Naval Air Systems Command
NAVAIRHQ	Naval Air Systems Command Headquarters
NAVICP	Navy Inventory Control Point
NRFI	Not Ready for Issue
OPM	Operational Procedures Manual
OPNAVINST	Office of the Chief of Naval Operation Instruction
OTW	Over The Wing
PSSN	Propulsion System Serial Number
QDR	Quality Deficiency Report
QECA	Quick Engine Change Assembly
RDT&E	Research, Development, Test, and Evaluation
RFI	Ready For Issue
RFR	Reason For Removal
RG	Reference Guide
RILOP	Reclamation in Lieu of Procurement
RTM	Requirements Traceability Matrix
S/N	Serial Number
SChgMP	Software Change Management Process
SCMP	System Configuration Management Plan
SCR	Software Change Request
SDD	Software Design Description
SERNO	Serial Number

Acronym	Full Name
Serno	Serial Number
SRS	Software Requirements Specification
SSDP	Software System Documentation Plan
STP	System Test Plan
STST	Status-Star
T/M/S	Type/Model/Series
TCN	Transportation Control Number
TD	Technical Directive Compliance
TDC	Technical Directive
TMS	Type Model Series
TRF	Transfer
TSN	Transaction Serial Number
TYCOM	Type Commander
UM	User Manual

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Appendix B - DECKPLATE ETR Worksheet

DECKPLATE ETR WORKSHEET

SUBJ: ENGINE TRANSACTION REPORT _____

REF/A/DOC/NAVAIRINST 13700.15E//

1. _____, ETR _____, LAST ETR _____, DECKETR FORM/MSG DTG _____

	* STST	* ETR NR	ENG/PSSN SERNO	MM-DD-YY	TMS	ORG Code	TSN	ORG to/fm	ACMD	BUNO	POS	RSN/ REM	QECA	INSP	JCN
1															
2															
3															
4															
5															
6															
7															
8															

	TRANS S/N	REMARKS
1		
2		
3		
4		
5		
6		
7		
8		

PREPARED BY: _____ **APPROVED BY:** _____

***ENTER THE COMPUTER GENERATED VALUE FOR THESE FIELDS AFTER SUCCESSFUL ENTRY INTO THE DECKETR SYSTEM**

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Appendix D - DECKETR Pre-Conditions

Pre-conditions in DECKETR are rules that define which transactions must precede a new transaction. Each time a user attempts to perform a transaction, a pre-condition check is performed along with other validations to ensure that the new transaction is acceptable. All pre-conditions apply to one or more asset types (engine, propulsion system, module, or component).

A complete pre-condition rule defines the following:

- The STST of the transaction being attempted.
- The type of asset to which the rule applies.
- The STST of the previous transaction recorded for an asset.

The following table identifies the pre-condition rules that DECKETR uses to control which transactions can be performed. The Previous STST column indicates which rows are included to support old STST codes that are no longer produced by DECKETR but that must be present to allow a transaction to follow an old STST. The Previous STST column also indicates which broad pre-condition rules (those that use “XX” to indicate multiple Status Star codes) have “exceptions” that are provided by additional validations in DECKETR beyond the pre-condition rules.

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
11	ES	21
11	E	2150
11	ES	2152
11	ES	2161
11	ES	2174
11	ES	2191
11	E	2195
11	ES	2196
11	ES	2197
11	ES	2198
11	ES	22
11	ES	2261
11	ES	23
11	E	2301
11	E	2350
11	ES	2352

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
11	ES	2361
11	ES	2374
11	ES	2391
11	E	2395
11	ES	2396
11	ES	2397
11	ES	2398
1160	ES	11
1160	ES	1161
1160	ES	1164
1160	ES	1190
1160	S	1193
1160	ES	1196
1160	ES	*41
1160	ES	4661
1161	ES	1160
1164	E	11
1164	ES	1161
1164	E	1190
1190	ES	11
1190	ES	1161
1190	ES	1190
1190	S	1193
1190	ES	1196
1190	CM	*41
1190	ES	4661
13	CM	21
13	CM	2150
13	CM	2152
13	CM	2161
13	CM	2174
13	CM	2191
13	CM	2195
13	CM	2196

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
13	CM	2197
13	CM	2198
13	CM	22
13	CM	2261
13	CM	2301
13	CM	2350
13	CM	2352
13	CM	2361
13	CM	2374
13	CM	2391
13	CM	2395
13	CM	2396
13	CM	2397
13	CM	2398
13	C	3361
13	CM	4861
21	E	2152
21	E	2161
21	E	2191
21	E	2195
21	E	2196
21	E	2197
21	E	2198
21	S	2493
2152	EMS	21XX – exception: all 21s except 2160
2160	ES	21
2160	CEM	2150
2160	CEMS	2152
2160	CEMS	2161
2160	CEMS	2174
2160	CEMS	2191
2160	CEM	2195
2160	CEMS	2196
2160	CEMS	2197

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
2160	CEMS	2198
2160	CES	22
2160	CEMS	2261
2160	CEMS	2361
2160	E	4201
2161	CEMS	2160
2161	CEMS	2260
2161	CEMS	2360
2161	CEMS	4660
2174	ES	11
2174	ES	1161
2174	ES	1164
2174	ES	1190
2174	S	1193
2174	ES	1196
2174	CM	13
2174	M	*1302
2174	M	1350
2174	CM	1361
2174	CM	1380
2174	CEMS	*41
2191	S	2461
2191	CEMS	2493
2195	CS	2461
2195	S	2472
2195	CEMS	2493
2196	CEMS	2450
2196	CEMS	2461
2196	CEMS	2472
2196	CEMS	2474
2196	CEMS	2493
2196	E	*4102
2196	CEMS	4202
2197	S	2461

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
2197	CEMS	2493
2198	S	2461
2198	CEMS	2493
22	E	21
22	E	2152
22	E	2161
22	E	2174
22	E	2191
22	E	2195
22	E	2196
22	E	2197
22	E	2198
22	E	2261
22	S	2493
22	E	40
22	E	4061
2260	CEMS	21
2260	CMS	2150
2260	CMS	2152
2260	CEMS	2161
2260	CEMS	2174
2260	CEMS	2191
2260	CEMS	2195
2260	CEMS	2196
2260	CEM	2197
2260	CEMS	2198
2260	CEMS	22
2260	CEMS	2261
2261	CEMS	2160
2261	CEMS	2260
2261	CEMS	2360
23	S	2301
23	E	2350
23	E	2352

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
23	E	2361
23	E	2391
23	E	2395
23	E	2396
23	E	2397
23	E	2398
23	S	3693
23	E	4061
2301	C	2493
2301	CEM	3693
2301	CEM	3696
2352	EMS	23XX – exception: all 23s except 2360
2360	CEMS	2161
2360	CEMS	23
2360	CEM	2301
2360	CEM	2350
2360	CEMS	2352
2360	CEMS	2361
2360	CEMS	2374
2360	CEMS	2391
2360	CEMS	2395
2360	CEMS	2396
2360	CEMS	2397
2360	CEMS	2398
2360	S	4061
2360	ES	4201
2360	CEM	4661
2361	CEMS	2160
2361	CEMS	2260
2361	CEMS	2360
2361	CEMS	4660
2374	ES	11
2374	ES	1161
2374	ES	1164

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
2374	ES	1190
2374	S	1193
2374	ES	1196
2374	CM	13
2374	M	*1302
2374	M	1350
2374	CM	1361
2374	CM	1380
2374	CEMS	*41
2374	E	*4100
2374	ES	*4104
2391	CEMS	3693
2391	CEM	3696
2391	E	3803
2395	CEMS	3693
2396	CEMS	3361
2396	E	3372
2396	CMS	3374
2396	CEMS	3693
2396	CEMS	3803
2396	CEMS	4661
2397	CEMS	3693
2397	CEM	3696
2398	CEMS	3693
2398	CEM	3696
24	CEMS	24XX – exception: all 24s except 2460
2460	CEMS	2450
2460	CEMS	2461
2460	CEMS	2472
2460	CEMS	2474
2460	CEM	2492
2460	CEMS	2493
2460	CEM	2494
2460	E	3361

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
2460	E	4102
2460	CEMS	4661
2460	CEMS	4861
2460	S	90
2461	CEMS	2460
2461	CEMS	3360
2472	CEMS	21
2472	CEMS	2150
2472	CEMS	2152
2472	CEMS	2161
2472	CEMS	2174
2472	CEM	2191
2472	CEM	2195
2472	CEMS	2196
2472	CEMS	2197
2472	CEM	2198
2472	CEMS	22
2472	CEMS	2261
2472	ES	4061
2472	CEM	4661
2474	ES	11
2474	ES	1161
2474	ES	1190
2474	S	1193
2474	ES	1196
2474	CM	13
2474	M	*1302
2474	M	1350
2474	CM	1361
2474	CM	1380
2474	M	1390
2474	CEMS	24
2474	CM	2461
2474	CEMS	*41

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
2492	CEM	2493
2493	CEM	2450
2493	CEM	2461
2493	CEM	2472
2493	CEM	2474
2493	CEM	2492
2493	CEM	2494
2494	CEM	2493
33	CEMS	3361
33	CM	3372
33	CEMS	3374
33	CEM	36
33	CEM	3692
33	CEMS	3693
33	E	3694
3360	CEMS	3350
3360	CEMS	3361
3360	CEMS	3372
3360	CEMS	3374
3360	CEMS	3693
3360	CM	3696
3360	CEMS	37
3360	E	3802
3360	CEM	3803
3360	E	3893
3360	S	38XX – exception: all 38s except 3860
3360	E	*4102
3360	CEMS	4202
3360	E	4661
3360	CEMS	4861
3360	S	90
3361	CEMS	2460
3361	CEMS	3360
3361	CEMS	4860

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
3372	ES	23
3372	E	2301
3372	CEMS	2361
3372	CEMS	2374
3372	CEMS	2391
3372	CEMS	2395
3372	CEMS	2396
3372	CEMS	2397
3372	CEMS	2398
3372	CEMS	4061
3372	ES	4661
3372	ES	4861
3374	ES	11
3374	ES	1161
3374	ES	1164
3374	ES	1190
3374	S	1193
3374	ES	1196
3374	CM	13
3374	M	*1302
3374	M	1350
3374	CM	1361
3374	CM	1380
3374	M	1390
3374	CM	24
3374	CEMS	33
3374	CM	3361
3374	CEMS	*41
3374	ES	*4100
3374	ES	*4104
3374	ES	4861
36	CEM	3350
36	CEM	3361
36	CEM	3372

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
36	CEM	3374
36	CEM	37
36	CEM	3803
3692	CEM	3693
3692	CEM	37
3693	CEM	3350
3693	CEM	3361
3693	CEM	3372
3693	CEM	3374
3693	CEM	36
3693	CEM	3692
3693	CEM	3694
3693	CEM	37
3693	CEM	3803
3693	ES	4661
3693	ES	4861
3694	CEM	3693
3694	CEM	37
3696	CEMS	3693
37	CEMS	33XX – exception: all 33s except 3360
37	CEMS	36XX – exception: all 36s except 3660
3802	CEMS	3361
3802	CEMS	3861
3803	CEMS	3802
3803	CEMS	3893
3860	CEMS	2461
3860	CEM	2474
3860	CEMS	3361
3860	CEMS	3374
3860	CEM	3802
3860	CEMS	3861
3861	CEMS	3860
3893	CEMS	3802
3893	CEM	3861

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
40	ES	21XX – exception: all 21s except 2160
40	ES	23XX – exception: all 23s except 2360
4060	ES	23
4060	ES	2350
4060	E	2391
4060	E	2395
4060	E	2396
4060	E	2397
4060	E	2398
4060	ES	40
4060	ES	4061
4061	ES	4060
4201	CEMS	2161
4201	CEMS	2174
4201	CEMS	2261
4201	CEMS	2361
4201	CEMS	2374
4201	E	4061
4202	CEMS	2461
4202	CEMS	2472
4202	CEMS	2474
4202	CEMS	3361
4202	CMS	3372
4202	CEMS	3374
4202	ES	*41
4660	CEMS	21XX – exception: all 21s except 2160
4660	CEMS	23XX – exception: all 23s except 2360
4660	CEMS	24XX – exception: all 24s except 2460
4660	ES	33XX – exception: all 33s except 3360
4660	ES	36XX – exception: all 36s except 3660
4660	ES	37
4660	CEMS	40XX – exception: all 40s except 4060
4660	ES	4661
4661	CEMS	2360

Current DECKETR Pre-Condition Rules		
STST	Asset Type Code(s) C – Component E – Engine M – Module S – Propulsion System	Previous STST XX – In first 2 positions indicates any Status code. XX – In last 2 positions indicates any Star code. * - Indicates a pre-condition rule that supports an old STST code (the table at the end of this appendix describes these STST codes).
4661	CEMS	4660
4860	CEMS	21XX – exception: all 21s except 2160
4860	CEMS	23XX – exception: all 23s except 2360
4860	CEMS	24XX – exception: all 24s except 2460
4860	CEMS	33XX – exception: all 33s except 3360
4860	CEMS	36XX – exception: all 36s except 3660
4860	CEMS	40XX – exception: all 40s except 4060
4860	CEMS	46XX – exception: all 46s except 4660
4860	CEMS	4861
4861	CEMS	4860
4980	C	23XX
4980	C	24XX
4980	C	33XX
4980	C	36XX
4980	C	38XX
4980	EMS	*41
4980	CEMS	*4102
4980	C	42XX
4980	C	48XX
4981	M	*1350
4982	C	XXXX
4983	ES	*4100
4985	C	23XX
4985	C	24XX
4985	C	33XX
4985	C	36XX
4985	C	38XX
4985	C	42XX
4985	C	48XX
4986	EMS	*41
4986	ES	*4100
4986	E	*4102
4986	C	XXXX

* Descriptions of Old Status Star Codes Referenced in the Pre-Condition Rules (Note: These Status Star codes are not produced by DECKETR)	
1302	Computer generated by AEMS - PSSN received STST 4202.
1350	Receipt of a new installed module that is not presently in the AEMS database, usually new from a manufacturer, but can be from another government agency. Also used to report installation of a new installed F110 afterburner.
41	Engine installed on stricken aircraft.
4100	Engine installed in non-inviolate aircraft at AMARC.
4102	A NRFI EPSM for which disposition instructions must be requested from NAVICP.