

## DLM Reports

### **8-1 DLM Reports**

#### **8-1.1 DLM Engineering Reports**

This section describes the sections of the required Engineering Report. The report shall be submitted, in English, as one package (with allowance for Section 7 time requirement) with each section complete and in the order specified in the following paragraphs. The reports required by this Section shall be provided in the approved depot activities format, unless specified. This report shall be submitted no later than 30 days (90 days for Section 7-MHS&CI) subsequent to Government acceptance for each aircraft that has undergone DLM. For commercial DLM activities, submission requirements are contained within the Contract Data Requirement List.

#### **8-1.2 NBNC Report**

The NBNC report shall be prepared using the depot activity approved format to list discrepancies that were discovered during DLM, but were not required to be corrected in accordance with this TRD. The complete NBNC report shall be delivered with the aircraft logbook, and a copy shall be included as Section 1 of the Engineering Report.

#### **8-1.3 Structural Sampling Report**

The Structural Sampling Report shall be prepared using the inspection forms found in the SSP/SSI Access database published and maintained by the P-3\_EST (IMC/PDM Team) at the Naval Aviation Depot, Jacksonville. For a copy of this database, contact (b) (6) Inspection results shall be completed and included as Section 2 of the Engineering Report.

#### **8-1.5 Wing Structural Alteration Report**

The Depot activity shall prepare and submit reports as required by, and in accordance with NAVAIRINST 4720.2. A copy of these reports shall be included as Section 5 of the Engineering Report.

#### **8-1.6 Maintenance History Summary and Corrosion Inspection (MHS&CI) Report**

The MHS&CI report shall be prepared and delivered using Microsoft Access software (or equivalent and compatible) and supplied as an attachment, in disk format, as Section 6 of the Engineering Report. The MHS&CI report shall be developed in the following format and contain all listed Data Elements (Data Elements are Underlined):

##### ***A- Header Information (Required for each aircraft processed)***

- Report Date: Date aircraft maintenance history summary report was completed.
- Aircraft Type/Model/Series
- Aircraft Bureau Number
- Landings last operating service period
- Total landings since new
- Flight hours last operating service period
- Total flight hours since new
- Operating service months during last operating service period
- Total service months since new
- DLM Induction Date
- DLM Completion Date
- In-Process Calendar Days

- Number of Check Flights
- Total Other DLM Task Man Hours
  - Access Open/Close: Total man hours required to perform access panels opening and closing IAW Section 4 of this TRD.
  - Paint/Depaint Process: Total man hours required to accomplish requirements of Section 3 of this TRD.
  - Corrosion Inspection: Total man hours required to accomplish all corrosion inspection of Section 3 of this TRD.
  - In-Coming Requirements: Total man hours required to accomplish requirements of Section 2 of this TRD.
  - Final Processing: Total man hours required to accomplish requirements of Section 9 of this TRD.
- Total Core DLM Task Man Hours
  - Defect Basic: Total man hours required to correct defects while aircraft is undergoing DLM fixed firm price.
  - Defect Over and Above: Total man hours required to correct defects while aircraft is undergoing DLM over and above.
  - Inspection:
    - Provided total inspection man hours required to accomplish all the requirements of Section 5, Section 6 and Section 7 of this TRD. Provide these total man hours separately for each section.
    - Provide total man hours required to perform all above inspection (Summation of the totals for Sections 5, 6 and 7 above).
  - Other: Any other man hours required to justify any difference between the three elements above and the total man hours below. Note classification of these man hours.
  - Total: Sum of man-hours (sum of Basic, Over and Above, Inspection and Other above).
- TDs incorporated and/or complied with by number and title.
- Reporting activity
- Point of contact (name and telephone number for report)

***B- Inspection Results and Corrective Action Details***

- ◆ 1- Corrosion inspection
  - Inspection Results
    - Defects: Defects discovered within the corrosion inspection task of this TRD. The depot activity shall assign discrepancy numbers for all defects sequentially as follows: C-001, C-002, C-003, etc.
    - Part Number and Item Nomenclature: This is the part number and nomenclature of the discrepant component, or part requiring repair or replacement as listed in the P-3 Illustrated Parts Breakdown Manual or the P-3 Structural Repair Manuals, NA 01-75PAA-3-1/3-1.1/3-2.
    - Work Unit Code: As listed in the NAVAIR 01-75PA-8
    - Replacement Parts: List the part number, nomenclature, quantity and cost of all replacement parts. (consumable and repairables)
    - Defect Classification Code: Codes to identify category of defect(s) found. Defect information is to include but not limited to the following:
      - Type of Defect: Crack, wear, corrosion, deformation, etc.

**Note**

Defect classification will also be included as follows: Critical, Major, Minor, or Noted But Not Corrected and maintenance level of classified defects (Organizational-Intermediate-Depot).

- Cracks provide length, depth, orientation/direction, age, etc.
- Wear, depth and extent.
- Corrosion, provide type, depth, category (severity), and extent. Use the following tables to classify, corrosion type designations, and corrosion category and for assistance in developing verbal detailed descriptions.

Corrosion Type Designation Table	
Code	Definition
A	Dissimilar Metal
B	Pitting
C	Surface
D	Filiform
E	Exfoliation
F	Stress
H	Crevice
I	Fretting
J	Chemical
K	Intergranular
L	Erosion

Corrosion Category Table	
Code	Definition
1	Removable by chemical cleaners and repairable without structural reinforcement (Applicable to steel only).
2	Removable by manual application of mild abrasive compounds or soft blasting and repairable without structural reinforcement.
3	Removable by mechanical methods and repairable without structural reinforcement.
4	Removable by mechanical methods and repairable by Structural Repair Manual procedures.
5	Requiring replacement of the affected part.

- Defect Location: Describe where on the aircraft the defect was found. (FS/BLWS etc)
- Detailed Description of Defect: Provide sufficient detail to accurately describe defect (s).
- Description of Corrective Action: Provide a thorough description of corrective action accomplished to include listing the document number(s) and page number(s) from which corrective action that was taken.
- Corrective Action Man-Hours: Provide actual man hours required to accomplish each corrective action.

**NOTE**

Each individual discrepancy for the AEW Peculiar Modifications/ systems shall be numbered sequentially prefaced by zone number or structural significant number or requirement number i.e. Z 20.6-001, 002, 003; SSI-AEW1-001, SSI-AEW2-001 etc.

- Inspection Results: Inspection results of all AEW SSI shall be documented on inspection form for all AEW peculiar SSI's. A copy of all AEW SSI inspection results shall be included in the Maintenance History Summary and Corrosion Inspection (MHS&CI) Report.

- ◆ 2- Task Identified Inspections (Zonal-Section 5, Structural-Section 6 and Systems-Section 7)
  - Assigned Tasks: This is a unique reference for each inspection requirement referenced in the appropriate section of this TRD. The task identified assigned task requirements are of the following categories:
    - Zonal inspection requirements will be listed by zone number (Z).
    - Structural inspection requirements by structural significant item (SSI) numbers.
    - System and component requirements will be listed by requirement number (Req. No).

**Note**

Each individual discrepancy shall be numbered sequentially prefaced by zone number or structural significant number or requirement number i.e. Z 10.1-001, 002, 003; SS-E 001, 002, 003 SSI-F5-001; SSI-W9-001 etc; Req. No. C1253-001, 002, 003 etc.

- Inspection Man-Hours: Provide actual man hours required to accomplish inspection within assigned task area/zone.
- Inspection Results
  - Defects: Defects discovered within the assigned inspection task area of this TRD. The depot activity shall assign discrepancy numbers sequentially as follows: 001, 002, 003, etc. These tasks and other required information shall be listed following the Assigned Tasks discussed above.
  - Part Number and Item Nomenclature: This is the part number and nomenclature of the discrepant component/part requiring repair or replacement as listed in the P-3 Illustrated Parts Breakdown manuals or the P-3 Structural Repair Manuals, NA 01-75PAA-3-1/3-1.1/3-2.
  - Work Unit Code: As listed in the NAVAIR 01-PA-8.
  - Replacement Parts List the part number, nomenclature, quantity and cost of all replacement parts. (consumable and repairables)
  - Defect Classification Code: Codes to identify category of defect(s) found. Defect information is to include but not limited to the following:
  - Type of Defect: Crack, wear, corrosion, deformation, etc.
    - Cracks provide length, depth, orientation/direction, age, etc.
    - Wear, depth and extent.
    - Corrosion, provide type, depth, category (severity), and extent. Use the above tables to Classify, Corrosion Type Designations, and Corrosion Category and for assistance in developing verbal Detailed Descriptions.

**Note**

Defect classification will also be included as follows: Critical, Major, Minor, or Noted But Not Corrected and maintenance level of classified defects (Organizational-Intermediate-Depot).

- Defect Location: Describe where on the aircraft the defect was found. (FS/BLWS etc)
- Detailed Description of Defect: Provide sufficient detail to accurately describe defects.
- Description of Corrective Action: Provide a thorough description of corrective action accomplished to include listing the document number(s) and page number(s) from which corrective action that was taken.
- Corrective Action Man-Hours: Provide actual man hours required to accomplish all corrective action.

- ◆ 3- Fuel Leak Defects
  - Defect Location: Describe where on the aircraft the defect was found. (BLAWS etc)
  - Defect Identification: Describe how fuel leak defect was discovered.
  - Detailed Description of Defect: Provide sufficient detail to accurately describe defects.
  - Description of Corrective Action: Provide a thorough description of corrective action accomplished to include listing the document number(s) and page number(s) from which corrective action that was taken.
  - Corrective Action Man-Hours: Provide actual man hours required to accomplish all corrective action.
- ◆ 4- Other Defects
  - For defects discovered outside the assigned inspection of this TRD, the depot activity shall assign task numbers sequentially as follows: 001, 002, 003, etc. These tasks and other required information shall be listed following the criteria discussed above.
- ◆ 5- Cannibalization

**Note**

The following information is required for all cannibalization actions

- Bureau Number From (aircraft part cannibalized from)
- Bureau Number To (aircraft receiving cannibalized part)
- Part Number
- Reason for cannibalization
- Name of authorizing AGR
- ◆ 6- Remarks
  - Pertinent maintenance information that does not fit any of the MHS&CI requirement categories above is to be recorded in this field. Examples are provided below:
    - Special Work Request: Describe work accomplished from CBP work request accompanying the aircraft for induction into DLM.
    - Interval Change Recommendations to Inspection Tasks: Interval(s) of inspection task(s) may need to be changed due to defects discovered or other pertinent factors. Request depot activities provide Task ID number, recommended interval, and technical justification.
    - Add or Delete Inspection Tasks: Damage discovered to item(s) peripheral to a listed inspection task item or discovery of unrecorded modifications(s)/terminating action(s) may be justification for adding inspection requirement(s)]. Request depot activities provide specific recommendation(s) and technical justification.