DEPARTMENT OF THE NAVY
NAVAL SEA SYSTEMS COMMAND
2531 JEFFERSON DAVIS HWY
ARLINGTON VA 22242-5160

IN REPLY REFER TO

NAVSEAINST 4442.1B
Ser 03F3/73
9 Dec 97

NAVSEA INSTRUCTION 4442.1B

From: Commander, Naval Sea Systems Command

Subj: MARINE GAS TURBINE (MGT) ITEM ACCOUNTING AND INVENTORY CONTROL SYSTEM (RCS NAVSEA 4442-2)

1. Purpose. To update policy and procedures for timely submission of MGT inventory management data to the Naval Sea Systems Command. (R

2. Cancellation. NAVSEAINST 4442.1A of 13 May 1988.

3. Background. The U.S. Navy uses MGTs extensively on board ships for both propulsion and electrical power generation. The gas turbine is one of the most expensive, single items of support in the Navy supply system, both in terms of unit cost and total dollar expenditure. This investment in engines necessitates close management control to minimize out-of-service time and to maximize spare engine utilization. In this regard, the MGT Item Accounting and Inventory Control System requires timely transaction reporting as changes in engine status or location occur.

4. Applicability. This instruction is applicable to the LM2500 gas generator and power turbine; 501-K17/34 engine assembly and 501-K17 turbine section; Solar T1000S-28AA gas generator and (A power turbine; Solar T1302S-28AA gas generator and power turbine; T62T-40-7 engine; GTCP100-82 engine; and the TF40B gas producer (R module, combustor turbine module, oil sump module, inlet housing module, and accessory gearbox module. When directed by a change to this instruction other engines or engine series may be included.

5. Brief Description of the System. The primary function of the MGT Item Accounting and Inventory Control System is to provide continuous visibility of the status and location of all applicable MGTs in the inventory. This is done by the recording and analysis of the Engine Transaction Report (ETR) data submitted by designated stocking activities, MGT ships, and

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support ships. An ETR is submitted whenever there is a change in engine status or location. The accumulated data on engines processed through the automated system provides the means for management control of associated serviceable and repairable pipeline segment times and supports the computation of requirements for spare engine budget requests. Therefore, it is imperative that the ETRs, which constitute the basic input for the system, accurately depict engine status as changes actually occur.

6. Definitions

a. An engine, for reporting purposes, is a 501-K17 MGT or
R) turbine section, 501-K34 MGT, the LM2500 gas generator or power turbine subassemblies, Solar T1000S-28AA or T1302S-28AA gas generator or power turbine subassemblies, T62T-40-7 MGT, GTCP100-82 MGT, and each of the five modules of the TF40B. When a new series engine is delivered or created by conversion it will be added to the inventory by the inventory manager.

b. Status codes describe the condition of an engine, the purpose for which it is being used, or the stage of progress that an engine has reached in the MGT pipeline. Status codes are described in Section I.

c. STAR codes describe or give reasons for transactions, such as Strikes, Transfers, Acquisitions, and Removals (STAR) of engines. STAR codes are also used to report work stoppages resulting from a lack of repair parts, manpower, or funds and the resumption of work when the required parts, manpower, or funds become available. In addition, they are used to report changes in the series of engines. STAR codes are described in Section II.

7. Reporting Responsibilities. Section III defines the reporting format and data to be reported. Section IV provides instructions for submitting ETRs via naval message. Section V contains examples of ETRs. Section VI delineates a matrix of responsible reporting activities and the applicable status codes that are to be reported by the activities.

a. Designated Stocking Activities. Designated stocking activities are responsible for submitting reports on all engines in their physical custody, including those engines under their control but in the physical custody of private contractors, and those engines on loan to other activities. Amphibious force Assault Craft Units (ACUs) are considered designated stocking activities in the context of this instruction.

b. Designated Repair Facilities. Designated repair facilities are responsible for submitting status information to the designated stocking activity on engines inducted for repair

or modification and on engines undergoing Special Engineering Investigation (SEI) or evaluation. Designated repair facilities are also responsible for promptly advising the designated stocking activity when an engine requires STAR coding because of a lack of repair parts, manpower, or funds and for removal of the STAR code upon receipt of the required parts, manpower, or funds. This information shall be included in ETRs submitted by the designated stocking activities to NAVSEA.

c. MGT Ships. MGT ships having physical custody of engines shall report the necessary data by message whenever there is a change in status or location. MGT ships shall report applicable status codes delineated in the matrix in Section VI. MGT ships do not report STAR codes. Applicable status codes will only be reported once for each engine removal, installation, or shipment.

d. Landing Craft, Air Cushion (LCAC). Craft will provide MGT engine or module data to their cognizant ACU for reporting. ACU will prepare all necessary ETRs.

e. MGT Maintenance and Support Activities. Shore (R
Intermediate Maintenance Activities (SIMAs), Aircraft Intermediate Maintenance Department (AIMD), and tender support ships having physical custody of engines shall report necessary data by message using the status codes delineated in the matrix in Section VI. Support ships carrying engines as spares do not report STAR codes.

f. Propulsion Training Facility. The status (status code 48) of MGTs at the Propulsion Training Facility, at Service School Command (SERVSCOLCOM), Great Lakes, will be reported by SEA 03F3. The Propulsion Training Facility shall inform SEA 03F3 upon receipt of each MGT.

g. New Construction Ships. It is the responsibility of the Commanding Officer to report the status of all MGTs upon ship commissioning.

h. Land Based Engineering Sites. The status of MGTs at Land Based Engineering Sites shall be reported by the operating (A
activity.

8. Marine Gas Turbine Pipeline Flowpath. Section VII depicts the Marine Gas Turbine Pipeline Flowpath. Its pipeline segments are used in requirements computations for program support.

9. Methods of Reporting. ETRs required by this instruction shall be submitted on the same day a change in status occurs. Status code changes need only be reported once. During MINIMIZE, transmission is authorized. Message ETRs will be directed to:

R) COMNAVSEASYSCOM WASHINGTON DC//03F3//. Formats in Section IV must be followed. Standard Subject Identification Code //N04442// must be utilized. The first three words of the subject line must read exactly, "ENG TRANS RPT." The designation
R) "ENG TRANS RPT" will route the message within NAVSEA. An ETR may also be sent via FAX or E-Mail if the NAVSEA Inventory Manager (SEA 03F3) is contacted for instructions (see paragraph 12 below).

10. Policies and Procedures

a. Inventory Management. The Inventory Management/Refit Branch (SEA 03F3) is the inventory manager of all MGTs and is directly responsible to the Internal Combustion/Gas Turbine Engines Division (SEA 03Z3), the Program Director for MGTs.

b. Shipments of Engines. Shipment of all engines between stocking points and support activities shall be at the direction of SEA 03F3. SEA 03F3 shall investigate any delays in shipment that deviate from prescribed maximum intransit time periods.

11. Local Record. The activities having physical custody of engines will use established record systems insofar as possible to provide data required by this instruction.

12. Point of Contact. Questions pertaining to this instruction should be referred to SEA 03F3, DSN 332-0401 ext. 302, or commercial telephone (703) 602-0401 ext. 302.

13. Reports. Reporting requirements contained in this document
R) are exempt from reports control in accordance with SECNAVINST 5214.2B, Part IV, paragraph G.10.

G. R. STERNER

Distribution:
SNDL 26A1 AMPHIBIOUS GROUP LANT
26A2 AMPHIBIOUS GROUP PAC
26C1 COMNAVBEACHGRU TWO
26C2 COMNAVBEACHGRU ONE
26E1 ACU 4
26E2 ACU 5
28D Destroyer Squadrons
25A1 Mine Countermeasures Group
29A Guided Missile Cruiser (CG class)
29E Destroyer (DD 963 Class)
29AA Guided Missile Frigate (FFG 7 Class)
29F Guided Missile Destroyer (DDG 993 Class and DDG 51 Class)
32H Fast Combat Support Ship (AOE 6 Class)
32A Destroyer Tender (AD Class)
FB7 NAS Whidbey Island, WA (AIMD)
FC14 NAS Sigonella IT
FKM9 FISC (San Diego, Norfolk, Cherry Point, Jacksonville, Pearl Harbor only)
FKM8 FISC Cheatham Annex
C83A FISC Detachment (Ingleside TX only)
FT30 SERVSCOLCOM Great Lakes IL
FB30 Ship Repair Facility
26Z Shore Intermediate Maintenance Activity
30C Mine Countermeasure (MCM 1 Class)
FB6 NAF MISAWA JA (AIMD)

Commanding Officer
Corpus Christi Army Depot (UIC: WOMUAA)
308 Crecy Street
Corpus Christi, TX 78419-5260
(Attn: SIOCC-PC-MM)

Defense Logistics Agency
Defense Distribution Depot Corpus Christi Texas
540 First Street SE, Bldg 1846
Corpus Christi, TX 78419-5255
(Attn: DDCT-VB)

Defense Logistics Agency J2059 DDST-XA
280 Dover Street
Kelly AFB, TX 78241-5444

Commander
San Antonio Air Logistics Center SA-ALC/FMPF
485 Quentin Roosevelt, Suite 246
Kelly AFB, TX 78241-6425

FIAT AVIAZONE, Stabilimento
Di Brindisi Zona Expunto
Franco, Casella Postale 227

National Airmotive Corporation
7200 Lockheed Street
Oakland, CA 94621-4504
ATTN: BOA #N00024-96-G-4148

Greenwich Air Services
4590 N.W. 36th Street
P.O. Box 522187
Miami, FL 33152
ATTN: BOA #N00024-94-G-4136

Stewart & Stevenson Services
16415 Jacinto Port
Houston, TX 77015
ATTN: BOA #N00024-94-G-4134

Allison Engine Repair Operation (AERO)
P.O. Box 420
Indianapolis, IN 46206-0420
ATTN: BOA #N00024-96-G-4099

General Electric Company
1923 East Avion
Ontario, CA 91761
ATTN: BOA #N00024-95-G-4053

Allied Signal Aerospace
111 S. 34th Street
Phoenix, AZ 85010
ATTN: BOA #N00024-97-NR-53818

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21A	Fleet Commanders in Chief and Detachments
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26J	AFLOAT Training Group and Detachment
26U	Surface Force Readiness Support Group
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28C	Surface Group and Force Representative
C21	UNSECNAVDET
C25C	Inspection and Survey Board
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FKA1F	COMNAVSUPSYSCOM
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Subj: MARINE GAS TURBINE (MGT) ITEM ACCOUNTING AND INVENTORY CONTROL SYSTEM

See: _____
(Show where this instruction is filed.)

RECORD OF CHANGES

Change No.	Date of Change	Date Entered	Signature of Person Making Change

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SECTION I

DETAILED EXPLANATION OF STATUS CODES

1. Definition. Status codes are two-digit numbers that describe the condition of an engine, the purpose for which it is being used, or the stage of progress that an engine has reached in the Marine Gas Turbine (MGT) pipeline. Whenever an engine status or location is changed, an Engine Transaction Report (ETR) is prepared by the reporting activity. An ETR is required only once for each change in status.

2. Listing of Status Codes

a. Serviceable Uninstalled

21 - Ready for Issue (RFI) Spare Engine. Status code 21 applies to any uninstalled RFI engine that can be installed and operated without any requirement for repair or modification by a designated repair facility or Fleet controlled maintenance facility. In the case of an engine that has completed repair or modification at a designated repair facility, status code 21 begins when the testing, preservation, and packaging have been completed and service record has been received by a designated stocking activity. For RFI engines status code 21 shall be reported on the date the MGT engine is received by the designated stocking activity, support ship, or end-user. (R

22 - RFI Spare Engine in Transit. Status code 22 is applicable to an RFI spare engine in transit between designated stocking activities, between a designated stocking activity and support ship, between a designated stocking activity or support ship and MGT ship, or between MGT ships. Status code 22 commences on the date the engine is shipped by the activity preparing the bill of lading (normally the designated stocking activity) and terminates on the date the engine arrives at its destination. (D

R) 27 - Serviceable Engine Temporarily Removed From a Ship. Status code 27 applies to any serviceable engine that requires temporary removal from a ship for a scheduled inspection. Status code 27 commences when removal of the engine begins and continues until reinstallation is complete or the engine is determined to be unserviceable (Status D) code 25 or 31).

A) 28 - Serviceable Engine Removed/Stored Onboard Inactive Ship. Status code 28 applies to any serviceable engine that is removed from its installed position, preserved in a shipping container, and stored onboard the inactive ship. Status code 28 commences when removal of the engine begins and continues until the engine is reinstalled or the status/location is otherwise changed.

b. Serviceable Installed

R) 11 - Serviceable Engine Installed in an MGT Ship. Status code 11 commences when the installation of an engine is complete. A change of status occurs when the engine is transferred to status code 16, 25, 27, or 31.

c. Unserviceable Installed

R) 16 - Unserviceable Installed Engine Awaiting Removal. Status code 16 pertains to an engine installed in an MGT ship that has been determined to be unserviceable and requires repair or modification by a designated repair facility or Fleet controlled maintenance facility. This status code commences on the date the engine is determined to be unserviceable.

d. Unserviceable Uninstalled

R) 25 - Unserviceable Engine in Process of Repair at a Fleet Controlled Maintenance Facility. Status code 25 applies to any engine that has been removed from a ship and is being repaired by a Fleet controlled maintenance activity. This is generally applicable to only the TF40B modules and T62T-40-7 engines repaired at the Assault Craft Units. Status code

25 commences on the date the engine is removed for repair or the date the engine is determined to be unserviceable as the result of a scheduled inspection (Status code 27) and the engine is to be repaired at a Fleet controlled maintenance activity.

31 - Awaiting Shipment to Designated Stocking Activity or Designated Repair Facility. Status code 31 applies to an unserviceable engine that has been removed from a ship installation position and is awaiting transportation to a designated stocking activity or support ship. Status code 31 commences on the date that removal of an unserviceable engine from an MGT ship has been completed or the date the (R
engine is determined to require repair by a designated repair facility as the result of a scheduled inspection (Status code 27). It terminates when the engine is transferred to status code 32.

32 - Unserviceable Engine in Transit. Status code 32 applies to the period when an unserviceable engine is in transit to a designated stocking activity. This period commences on the date the engine is turned over to a shipping activity by the MGT ship or support ship.

34 - Unserviceable Engine In Process of Special Engineering Investigation or Evaluation. Status code 34 applies to an unserviceable engine under the cognizance of designated repair facility for purpose of conducting an analytical inspection/ evaluation when directed by NAVSEA. This status code commences when the engine is brought into the depot repair facility for Special Engineering Investigation (SEI) or evaluation. The code terminates when the engine is transferred to status code 36 or 37.

35 - Unserviceable Engine Awaiting Repair, Modification or Engineering Evaluation. Status code 35 applies to an unserviceable engine awaiting repair or modification at a stocking activity. Status code 35 commences when an unserviceable engine arrives

at a designated stocking activity supporting the designated repair facility and terminates when the engine is transferred to status code 34 or 36.

36 - Unserviceable Engine In Process of Repair or Modification. Status Code 36 describes an unserviceable engine in the process of induction, repair, or modification. Status code 36 commences on the date the engine is inducted for rework or modification and terminates when testing, preservation, packaging, and service record entries
R) have been completed. The engine is then transferred from status code 36 to 21.

37 - Engine Awaiting Disposition Instructions from NAVSEA. Status code 37 applies to an unserviceable engine that is being held at a designated repair facility awaiting a NAVSEA determination of whether to strike it from the engine inventory or to retain it in the inventory and effect repair. Engines will be transferred to this code from status codes 34 or 36. Status code 37 will terminate when the engine is transferred to status code 36 or status code 38.

38 - Unserviceable Engine That Is No Longer Suitable for Retention. This status code describes an unserviceable engine which NAVSEA has determined to be no longer suitable for retention in the engine inventory and which is awaiting strike action. Status code 38 commences on the date disposition instructions are received from NAVSEA and terminates on the date actual strike action is taken, causing the engine to be transferred to status code 49. The reporting of this status code will be restricted to a designated stocking activity under NAVSEA direction.

40 - Calibration/correlation or Special Test Engine. Status code 40 applies to an RFI engine that is used as a calibration/correlation engine or used as a slave for module testing.*

* As directed by NAVSEA

41 - Unserviceable Test Engine. Status code 41 applies to an unserviceable engine that has been designated for special testing.*

46 - Loaned Engine. Status code 46 applies to serviceable engines that have been loaned to commercial contractors or to other Government agencies. This status code commences on the date the engine is loaned and terminates when the engine has been returned to the Navy or stricken from the active engine inventory. (R

(D

48 - Training Engine. This status code applies to engines designated for use in Naval training.*

49 - Stricken. This status code applies when an engine is stricken from the Navy engine inventory as directed by NAVSEA.

* As directed by NAVSEA

SECTION II

DETAILED EXPLANATION OF STAR CODES

1. Definition. STAR codes are two-digit numbers which describe or give reasons for transactions, such as Strikes, Transfers, Acquisitions, or Removals of engines. STAR codes are also used to report work stoppages resulting from a lack of repair parts, funds, or manpower and the resumption of work when the required parts, funds, or skilled personnel become available. A status code is often used without a STAR code, but a STAR code may not be used except in conjunction with a status code. A STAR code amplifies or qualifies the status code. STAR codes do not apply to status changes reported by MGT ships or support ships. Only the designated stocking activities and NAVSEA shall report STAR codes.

50 - New Engine Accepted from Manufacturer. STAR code 50 is used in conjunction with status code 21 or status code 11 to report the initial receipt from the manufacturer of a new engine being accepted into the Navy inventory.

51 - Engine Accepted from Another Government Source, a Foreign Government, or to Otherwise Add an Engine for Any Other Reason. STAR code 51 is used to report the receipt of an engine not currently in the NAVSEA inventory from another Government source, from a foreign government, or to add an engine to the inventory for any other reason, except a new engine received from the manufacturer. The use of STAR code 51 shall be directed by NAVSEA. STAR code 51 is used in conjunction with status code 21.

52 - Engines Converted to a New Series. STAR code 52 is used to report the conversion of an engine from one series to another series. STAR code 52 is used in conjunction with status code 36.

83 - Transferred to the International Logistics Program (ILP). STAR code 83 is used to report engines transferred to foreign governments under the

provisions of the ILP. Use of STAR code 83 shall be directed by NAVSEA. STAR code 83 is used in conjunction with status code 22.

88 - Loss by Failure. STAR code 88 is used to report engines lost as a result of catastrophic failure while undergoing testing or during actual operation. Use of STAR code 88 shall be directed by NAVSEA. STAR code 88 is used in conjunction with status code 49.

92 - Report of Unresolved Technical Problem. This code is used to report an engine/module on which normal depot processing has been delayed because of an unresolved technical problem, e.g., failure to achieve rated power after extensive efforts to correct the fault. STAR code 92 is used in conjunction with status code 36 and is reported by designated repair facilities via the designated stocking activity.

93 - Acknowledgement of Resolution of Technical Problem. STAR code 93 is used to report the resolution of a technical problem for an unservicable engine/module in status code 36 for which STAR code 92 had been previously reported.

94 - Report of Repair Part/Personnel Shortage. This code is used to report an engine which cannot continue processing to a serviceable status because of a lack of repair part(s) or skilled personnel. This code shall be used only after appropriate
R) action has been taken to correct the shortage through proper supply channels. STAR code 94 is used in conjunction with status code 36 and is reported by designated repair facilities via the designated stocking activity. The application of STAR code 94 does not constitute authority to cannibalize.

95 - Acknowledgement of Receipt of Repair Parts or Skilled Personnel. STAR code 95 is used to report the availability of repair part(s) or skilled personnel for an unserviceable engine in status code 36 for which STAR code 94 had been previously reported.

96 - Awaiting Additional Funding to Complete Accomplishment of Engine Repairs. This code is used to report an engine in the repair cycle which has been removed from the production schedule and is being held in a stop work status pending receipt of additional funding required from NAVSEA to complete the repairs. STAR code 96 is used in conjunction with status code 36 and is reported by the designated repair facilities via the designated stocking activity. The application of STAR code 96 does not constitute authority to cannibalize.

97 - Acknowledgement of Receipt of Additional Funding to Complete Accomplishment of Engine Repairs. STAR code 97 is used to report the receipt of required additional funds to complete the accomplishment of repairs to an engine for which STAR code 96 had previously been reported.

98 - Warranty Repair. STAR code 98 designates an engine (R
awaiting return or has been returned to the designated repair activity for repair under a warranty claim. STAR code 98 is used in conjunction with status codes 31, 32, 34, or 36.

SECTION III

ENGINE TRANSACTION REPORT (ETR) FORMAT AND DATA TO BE REPORTED NAVSEA 4442-2 MIN:CONSIDERED

The data items to be reported under the various reporting field designation codes in the Engine Transaction Reports (ETRs) are explained below. It should be noted that reporting field designation codes "A", "B", "C" and "E" are always reported for each transaction. For sample formats of ETRs, refer to Section IV. Examples of transaction reports are provided in Section V.

DATA ITEM	REPORTING FIELD DESIGNATION CODE	EXPLANATION		
Status Code	A	Report the appropriate status code as outlined in Section I.		
Date	B	Report by Julian date the year and day of year that the transaction actually occurred. (For example, the date 15 Dec 1996 would be reported as 96350.) Multiple status codes can be reported on the same day.		
Engine Designation	C	Report engine designation as follows:		
		LM2500 Gas Generator (Paired Blade Turbine)	GLM2500	(R
		LM2500 Gas Generator (Single Shank Turbine)	SLM2500	(A
		LM2500 Power Turbine	TLM2500	
		501-K17	T501K17	
		501-K17 Turbine Section	T501K17U	(A
		501-K34	T501K34	
		T62T-40-7 Engine	T62T40-7	(D
		TF40B Accessory Gear box	TF40BAG	
		TF40B Inlet Housing	TF40BIH	
		TF40B Sump	TF40BSM	
		TF40B Gas Producer	TF40BGP	
		TF40B Combustor Turbine	TF40BCT	(R
		T1000S-28AA Gas Producer	T1000GP	(A
		T1000S-28AA Power Turbine	T1000PT	(A

A)		T1302S-28AA Gas Producer	T1302GP
A)		T1302S-28AA Power Turbine	T1302PT
A)		GTCP100-82 Engine	TGTCP100
Series Designation	D	Report engine series designation, if there is one. For example, a new series designation may be added to the LM2500 series. If the series has been changed since the last report, field "M" must contain STAR code 52.	
Serial Number	E	Report all digits of the serial number without dashes or spaces.	
Designated Stocking Activity	F	Report the Unit Identification Code (UIC) of the designated stocking activity or support activity that has custody of the engine. The "F" data item field is the receiving field when status code 32 is used to report an unserviceable engine in transit from an MGT ship or support ship. Field "F" is also the receiving field when status code 21 is reported by a stocking or support activity to acknowledge the receipt of an RFI engine. But field "F" represents the sending field when status code 22 is used in conjunction with designation code "O" to report transfer of an RFI engine between like activities (see reporting field code "O") or when status code 22 is used to report the transfer of a serviceable RFI spare engine to an MGT support ship for installation.	
Designated Repair Facility	G	Report the UIC of the activity assigned as the designated repair facility.	

MGT Ship	S	Report the UIC of the MGT ship to which an engine has been issued for installation, in which an engine has been installed; or from which an engine has been removed for shipment to the designated stocking activity or support ship. (See Note 1 below.)
Hull Number	H	Report the hull number which corresponds to the UIC in field "S". (See Note 1, Note 2, and Note 3 below.)
STAR Code	M	Report the appropriate STAR code as outlined in Section II. Only the designated stocking activities and NAVSEA report these codes.
Activity to Which Engine is Transferred	O	Report the UIC of the receiving activity when reporting transfers of RFI engines between like activities (i.e., designated stocking activity to designated stocking activity, MGT ship to MGT ship, support ship to support ship; transfers between a designated stocking activity and a support ship; and between a support ship and a designated stocking activity). Transfers of an RFI engine between like activities or between MGT ships shall be at the direction or with the approval of the Engine Inventory Manager (SEA 03F3). Use of the "O" designation code shall stop when receiving activity or receiving ship acknowledges receipt of engine. The "O" designation code is used only in conjunction with status codes 22 and 32. (R

Note 1: Reporting of the MGT ship's UIC and hull number shall terminate with the report that the engine has been received by the designated stocking activity.

Note 2: Dashes (-), slashes (/), spaces, or other characters shall not be used to separate the elements of the hull number.

Note 3: For LCAC MGT reporting: This field should be used to reflect the ACU detachment UIC in which the field "S" UIC is contained whenever Status Code 32 is used.

SECTION IV

INSTRUCTION FOR SUBMITTING ENGINE TRANSACTION REPORTS (ETRs) VIA NAVAL MESSAGE

1. Submit Engine Transaction Reports (ETRs) by Naval message on an as-occurring basis. Assign PRIORITY precedence. The following is an example of a message ETR. The first three words of the subject must be transmitted exactly as ENG TRANS RPT. Appropriate reporting field designation codes will be utilized as indicated in Section III. Each transmission of ETRs will be numbered sequentially by the sending activity starting with control number 001 at the beginning of each calendar year. (R
This number will be followed by a dash and the last 2 digits of the calender year (i.e., the first transmission of transaction reports of calendar year 1997 would be numbered 001-97, the second transmission of transaction would be numbered 002-97, etc.). The example shown below is the fifth ETR transmission by the USS MOOSBRUGGER (DD 980) in calendar year 1997.

FM: USS MOOSBRUGGER (R
TO: COMNAVSEASYSCOM WASHINGTON DC//03F3//

UNCLAS //N04442//
SUBJ: ENG TRANS RPT 005-97

1. NAVSEA FOR 03F3

A	B	C	E	S	H
31	97186	GLM2500	098	20612	DD980

A	B	C	E	F	S	H
32	97186	GLM2500	098	68621	20612	DD980

The first USS MOOSBRUGGER ETR entry with status code 31 indicates that LM2500 gas generator serial 098 is an (R
unserviceable uninstalled engine awaiting transportation. The engine was removed from its installation position on Julian date 97186.

The second USS MOOSBRUGGER ETR entry with status code 32
R) indicates LM2500 gas generator serial 098 is an unserviceable uninstalled engine in transit to designated stocking activity FISC San Diego (UIC 68621). The engine was placed in transit by USS MOOSBRUGGER on Julian date 97186.

R) 2. The following sample ETR report was written by designated stocking activity, NSRF Yokosuka (UIC 62758), to acknowledge the receipt of an RFI spare engine, a 501-K17 MGT serial 201, on Julian date 97005.

R) FM: NAVSHIPREPFAC YOKOSUKA JA
TO: COMNAVSEASYSCOM WASHINGTON DC//03F3//

UNCLAS //N04442//
SUBJ: ENG TRANS RPT 001-97

1. NAVSEA FOR 03F3

A	B	C	E	F
21	97005	T501K17	201	62758

R) 3. The following sample ETR report indicated the transfer of a serviceable spare LM2500 power turbine between like activities. In this case, the designated stocking activity, FISC San Diego (UIC 68621), reported sending LM2500 power turbine serial 043 to support ship USS CAPE COD (AD 43) (UIC 21063), on Julian date 97158. Field "F" is the sending activity; field "O" is the receiving activity.

R) FM: FISC SAN DIEGO CA
TO: COMNAVSEASYSCOM WASHINGTON DC//03F3//

UNCLAS //N04442//
SUBJ: ENG TRANS RPT 002-97

1. NAVSEA FOR 03F3

A	B	C	E	F	O
22	97158	TLM2500	043	68621	21063

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4. Following the ETR data, a paragraph labeled "Remarks" should (A be added to include supplemental information regarding turn-in/ shipping data when specifically requested by NAVSEA 03F3.

5. A complete listing of sample ETRs is provided in Section V.

SECTION V

EXAMPLES OF ENGINE TRANSACTION REPORTS

1. This enclosure provides examples of typical Engine Transaction Reports (ETRs). Where possible, the examples represent actual reports.

(a) Report of receipt of an RFI spare engine at the designated stocking activity.

A	B	C	E	F
21	96097	T501K17	450	68619

(R

(b) Report of receipt of a serviceable spare engine by a support ship, the tender USS CAPE COD (AD 43).

A	B	C	E	F
21	96351	GLM2500	811	21063

(c) Transfer of a serviceable RFI spare engine/module to an MGT ship/craft for installation. The "F" field indicates shipping activity.

A	B	C	E	F	S	H
22	96062	TF40BIH	2027	(ACU DET UIC)	40714	LCAC1

(d) Transfer of a serviceable RFI spare engine between designated stocking activities. The "F" field indicates the sending activity; the "O" field is the receiving activity.

A	B	C	E	F	O
22	96228	TLM2500	701	68621	00189

(e) Transfer of a serviceable RFI spare engine from a designated stocking activity to a support ship. The "F" field represents the sending activity; the "O" field represents the receiving support ship.

A	B	C	E	F	O
22	96158	T501K17	385	68619	21063

(R

(f) Transfer of a serviceable RFI spare engine from a support ship to a designated stocking activity. The "F" field represents the sending activity. In this case, the sending activity is a support ship, USS CAPE COD (AD 43).

A	B	C	E	F	O
22	96326	GLM2500	826	21063	68621

(g) Transfer of a serviceable RFI spare engine from a support ship to a support ship.

A	B	C	E	F	O
22	96274	TLM2500	813	04648	21047

(h) Transfer of a serviceable RFI spare engine/module between designated stocking activities. The "F" field indicates the sending activity; the "O" field is the receiving activity.

A	B	C	E	F	O
22	95228	T62T40-7	830541	45411	45472

(i) Transfer of a serviceable RFI spare engine from an MGT ship to a designated stocking activity. The "F" field is the sending activity; "O" field is the receiving activity. Spare engine was not installed in the MGT ship.

A	B	C	E	F	O
22	96279	TF40BCT	83H001	(ACU DET UIC)	45472

(j) Transfer of a serviceable RFI engine from an MGT ship to a support ship. The "F" field is the shipping activity.

A	B	C	E	F	O
22	96350	T501K17	309	20602	21047

(k) Transfer of a serviceable RFI spare engine from one MGT ship to another MGT ship. The "F" field is the sending activity.

A	B	C	E	F	O
22	96012	GLM2500	251	21056	21106

D)

(l) Report of a serviceable engine temporarily removed from a ship installation position.

	A	B	C	E	S	H
R)	27	96210	TF40BGP	89F002	40723	LCAC 3

D)

(m) Report of completion of engine installation in an MGT ship.

A	B	C	E	S	H
11	96093	TF40BGP	85D002	40726	LCAC 4

(n) Report of an installed engine determined to be unserviceable. The engine is awaiting removal from installation position.

A	B	C	E	S	H
16	96195	GLM2500	030	20590	DD970

(o) Report of an unserviceable engine in the process of repair modification at a fleet controlled maintenance facility.

A	B	C	E	F
25	96174	TF40BGP	85A001	45472

(p) Report of completion of removal of an unserviceable engine/module that is now awaiting shipment. The "F" field is the engine/module destination and is usually a designated stocking activity.

A	B	C	E	F	S	H
31	96200	T62T40-7	830451	45411	40721	LCAC 2

(R

(q) Report of an unserviceable engine in transit. The "F" field indicates the engine's destination.

A	B	C	E	F	S	H
32	96202	T62T40-7	830451	45411	40721	(ACU DET UIC)

(r) Transfer of an unserviceable engine from an MGT ship to support ship for further shipment to designated stocking activity.

A	B	C	E	F	S	H
32	96300	GLM2500	038	21047	20598	DD972

(s) Report of an unserviceable engine in transit from a support ship to the designated stocking activity. The "F" field is the UIC of the sending support ship.

A	B	C	E	F	O
32	96302	GLM2500	038	21047	68621

(t) Report of an unserviceable engine inducted by the designated repair facility for engineering evaluation.

A	B	C	E	G
34	96248	GLM2500	029	65888

(u) Report of an unserviceable engine/module at the designated stocking activity awaiting repair or modification by the designated repair facility.

A	B	C	E	F
35	96122	TF40BGP	85H001	45472

(v) Report of an unserviceable engine in the process of repair or modification at the designated repair facility.

A	B	C	E	G
36	96209	T501K17	622	65885

D)

(w) Report of an unserviceable engine at the designated repair facility awaiting disposition instructions from NAVSEA. The engine may be stricken from inventory if a decision not to repair it is made by NAVSEA.

A	B	C	E	G
37	96201	T501K17	447	65885

(x) Report of an unserviceable engine no longer suitable for retention. A NAVSEA decision has been made not to repair the engine, which is now awaiting strike action.

A	B	C	E	F
38	96208	T501K17	199	00236

NOTE: The use of the following status codes will be restricted to NAVSEA direction only.

(y) Report of a special test engine installed at a Government agency site.

A	B	C	E	F
40	96017	GLM2500	822	65888

(z) Report of an unserviceable test engine.

A	B	C	E	F
41	96301	GLM2500	822	65888

(aa) Report of an uninstalled serviceable engine loaned to a commercial contractor. This engine is designated as a Component Improvement Program (CIP) engine.

A	B	C	E	F
46	96351	GLM2500	806	98926

(bb) Report of a loaned serviceable engine installed at another Government agency site (NSWCCD-SSES).

A	B	C	E	F
47	96258	GLM2500	201	65540

(cc) Report of a training engine.

A	B	C	E	F
48	96177	T501K17	221	00210

(dd) Report of an engine that has been stricken from Navy inventory.

A	B	C	E
49	96215	GLM2500	003

EXAMPLES OF ENGINE TRANSACTION REPORTS USING STAR CODES

2. STAR codes are reported by the designated stocking activities and NAVSEA only. The sample ETRs which follow are in STAR code order.

(a) Report of receipt of a new spare RFI engine from the manufacturer. Engine was received by Naval Training Command (NTC), Great Lakes.

A	B	C	E	F	M
21	96008	GLM2500	276	00210	50

(b) Report of a serviceable spare engine received by the Navy from another Government source. This engine was received from the Military Sealift Command, Washington Headquarters by FISC San Diego. The "F" field is the receiving activity.

A	B	C	E	F	M
21	96126	GLM2500	811	68621	51

(c) Report of an unserviceable spare engine in the process of repair or modification that will cause it to be converted to new series or a new model number.

A	B	C	D	E	G	M
36	96002	GLM2500	A	202	65888	52

NOTE: Engine converted to new model number with series designation "A" in accordance with appropriate Gas Turbine Change (GTC).

(d) Report of an engine that has been transferred to the International Logistics Program (ILP). This STAR code will be reported by NAVSEA direction only. The LM2500 power turbine below has been transferred to the Royal Australian Navy (RAN).

A	B	C	E	F	S	H	M
22	96301	TLM2500	259	68621	79068	FFG35	83

(e) Report of an engine that has been stricken from Navy inventory because of failure. This STAR code will be reported by NAVSEA direction only.

A	B	C	E	M
49	96215	GLM2500	003	88

(f) Report of an engine/module in the process of repair which has been delayed because of an unresolved technical problem. (A

A	B	C	E	G	M
36	96320	TF40BGP	85H001	WOMUAA	92

(g) Report of resolution of a previously reported technical problem which was the cause of delay in depot processing. (A

A	B	C	E	G	M
36	96330	TF40BGP	85H001	WOMUAA	93

(h) Report of an unserviceable spare engine in the process of repair or modification which cannot be processed to a serviceable status because of a lack of part(s) or skilled personnel.

A	B	C	E	G	M
36	96198	GLM2500	086	65888	94

NOTE: The application of STAR code 94 does not constitute authority to cannibalize.

(i) Report of an unserviceable engine which has received previously delayed spare parts or skilled personnel.

A	B	C	E	G	M
36	96209	GLM2500	086	65888	95

(j) Report of an engine in the process of repair which is being held in a work stoppage status pending receipt of additional funding.

A	B	C	E	G	M
36	96324	TLM2500	049	65888	96

(k) Report of receipt of required additional funds to complete repairs for an engine previously in a work stoppage status because of lack of funds.

A	B	C	E	G	M
36	96355	TLM2500	049	65888	97

D)
D)

SECTION VI

STATUS CODE REPORTING MATRIX

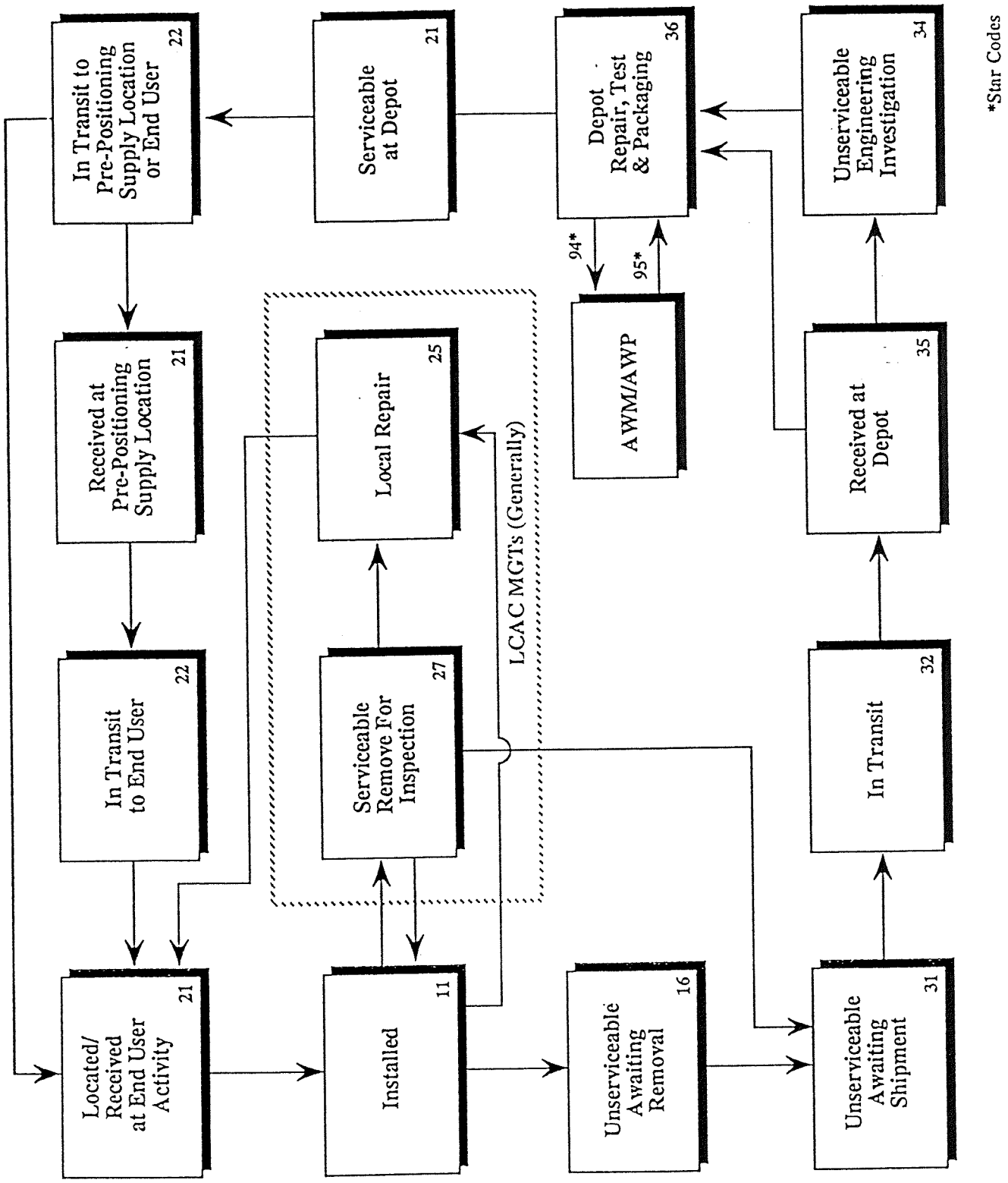
1. The matrix shown below lists the responsible reporting activities with the corresponding status codes the activities use in engine transaction reports, NAVSEA 4442-2 (MIN:CONSIDERED).

REPORTING ACTIVITIES	REPORTING STATUS CODES																		
	21	22	25	27	11	16	31	32	34	35	36	37	38	40	41	46	48	49	(R
Designated Stocking Activity	X	X							X	X	X	X	X	X	X	X	X	X	(R
MGT Ships		X		X	X	X	X	X											(R
Support ships (AD,AR, etc.)	X	X						X											
NAVSEA 03F3														X	X	X	X	X	(R
LCAC ACU	X	X	X	X	X	X	X	X											(R

SECTION VII

MARINE GAS TURBINE PIPELINE FLOWPATH

(R



Marine Gas Turbine Pipeline Flowpath