



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

OPNAVINST 4440.25A  
N4  
16 Oct 2011

OPNAV INSTRUCTION 4440.25A

From: Chief of Naval Operations

Subj: CONSOLIDATED REMAIN-IN-PLACE LIST FOR AVIATION MATERIAL

Ref: (a) OPNAVINST 4790.2J

Encl: (1) Sample Consolidated Remain-In-Place List Change  
Request Format

1. Purpose. To issue policy and procedures governing the establishment and maintenance of a Navy-wide, authoritative consolidated remain-in-place list (CRIPL) for depot-level and field-level repairables that improves enforcement of depot level repairable accountability and management procedures.
2. Cancellation. OPNAVINST 4440.25.
3. Scope and Applicability. This instruction addresses depot-level and field-level repairable aircraft components and applies to all Navy and Marine Corps aircraft squadrons, maintenance activities and activities engaged in aviation supply and logistics support.
4. Background. Reference (a) provides for instances where removal of a failed aircraft component will not be feasible or advisable prior to receipt of a replacement. To avoid confusion regarding what components are "remain-in-place" or RIP, the initial basic OPNAVINST 4440.25 issued the development of a CRIPL with the following features:
  - a. Specific RIP criteria developed by Commander, Naval Air Systems Command (NAVAIRSYSCOM).
  - b. Consolidated list based on type wing commander (TYPEWING) and aircraft controlling custodian (ACC) nominations based on the specific RIP criteria.
  - c. Cognizant field activity (CFA) technical review of nominations.

d. Navy-wide distribution and mandatory use of the resulting CRIPL.

5. Policy

a. To be eligible for RIP designation, a component must be a repairable assigned Material Control Code (MCC) D, E, H, or X, and must satisfy one or more of the following conditions:

(1) Safety (non-flight). With the item removed, aircraft is in an unsafe configuration (i.e., weight and balance, structural limits, personnel hazard, etc.).

(2) Mobility. With the item removed, aircraft cannot immediately be moved in the event of an emergency.

(3) Maintenance. Removal of the item involves exchange of numerous fittings or linkages; exposes the aircraft to water intrusion, corrosion or mechanical damage; or precludes turn-up to facilitate other maintenance.

(4) Partial Mission Capable Supply (PMCS) Flight. Removal of the item precludes flight, but retention permits flight with degraded mode condition of the installed system.

b. Components that meet the RIP designation criteria and are approved as such will be listed in the following:

(1) CRIPL. Reviewed and updated no less than quarterly, Naval Supply Systems Command (NAVSUPSYSCOM) Weapon Systems Support (WSS) Philadelphia will provide the CRIPL to NAVAIRSYSCOM and type commanders (TYCOMs) for distribution to subordinate activities. Electronic distribution is authorized. The CRIPL will contain the following indices:

(a) All RIP components in National Item Identification Number (NIIN) sequence.

(b) Applicable RIP components showing part number-to-NIIN listing.

(c) RIP components by aircraft type/model/series (T/M/S).

(2) Master Repairable Item List (MRIL). Reviewed and updated no less than monthly, the MRIL will identify a RIP component in the "Note" field of the NIIN sequence listing. When updated, a listing of newly designated and "removed from CRIPL" RIP components will be provided.

## 6. Procedures

a. In order to nominate an item on existing aircraft or weapon systems for modification or inclusion into the CRIPL, the following procedures apply:

(1) TYPEWINGS, carrier air wings (CVWs) and ACCs will forward O-level (level I) RIP component nominations to NAVAIRSYSCOM Logistics and Industrial Operations (6.0), via Commander, Naval Air Forces (COMNAVAIRFOR) Force Supply and Force Aircraft Material Directorates (N41/N42), for consolidation. Submit using format provided in enclosure (1).

(2) Fleet Readiness Centers will forward I-level (Level II) and Depot-Level (Level III) RIP component nominations to NAVAIRSYSCOM 6.0, copy to COMNAVAIRFOR (N41/N42), for consolidation. Submit using format provided in enclosure (1).

(3) NAVAIRSYSCOM 6.0 will forward the consolidated RIP nominations to the appropriate CFA for technical review and approval.

(4) CFAs will forward the approved RIP component nominations to NAVAIRSYSCOM 6.0 and to NAVSUPSYSCOM WSS Philadelphia Operations Division (Code 03) for incorporation into the master data file (MDF), the MRIL and the CRIPL.

(5) CFAs will return rejected RIP component nominations to the originating activity, via NAVAIRSYSCOM 6.0, with a copy to COMNAVAIRFOR (N41/N42).

b. For new aircraft and weapon systems, the designation of RIP components will be accomplished as part of the maintenance plan analysis. Once identified, these items will be provided to NAVAIRSYSCOM 6.0 and NAVSUPSYSCOM WSS (Code 03) Philadelphia for inclusion into the MDF, the MRIL and the CRIPL.

7. Responsibilities

a. NAVAIRSYSCOM

(1) Ensure RIP component nominations are submitted to the appropriate CFA for technical review and approval.

(2) Ensure RIP component nominations from new aircraft and weapon systems are identified via maintenance plan analysis and provided to NAVSUPSYSCOM WSS (Code 03) Philadelphia for publication and distribution.

b. NAVSUPSYSCOM

(1) Issue guidance and amend existing instructions, as needed, to ensure compliance with this instruction.

(2) Support NAVSUPSYSCOM WSS Philadelphia in its responsibilities to comply with this instruction.

c. NAVSUPSYSCOM WSS Philadelphia

(1) Receive and consolidate approved RIP component nominations.

(2) Update the MRIL with approved RIP component nominations, no less than monthly.

(3) Update the CRIPL, no less than quarterly, and distribute to NAVAIRSYSCOM 6.0 and COMNAVAIRFOR (N41/N42) for further distribution.

(4) Periodically, conduct concurrent reviews with NAVAIRSYSCOM 6.0 and CFA. Advise NAVAIRSYSCOM in cases where there is disagreement on whether nominated RIP component(s) should be approved.

d. Cognizant Field Activities

(1) Forward approved RIP component nominations to NAVSUPSYSCOM WSS (Code 03) Philadelphia for publication and distribution.

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(2) Return rejected RIP component nominations to the originating activity, via NAVAIRSYSCOM 6.0, with a copy to COMNAVAIRFOR (N41/N42).

e. TYCOMs and ACCs

(1) Issue guidance and instructions to ensure compliance with this instruction.

(2) Review and forward RIP component nominations submitted by TYPEWINGS and CVWs to NAVAIRSYSCOM 6.0.

(3) Conduct periodic reviews to ensure validity of RIP actions at subordinate activities.

f. Squadrons, TYPEWINGS and CVWs

(1) Monitor and manage RIP components per this instruction and immediate superior in command guidance.

(2) Submit RIP component nominations via TYCOM or ACC using format provided in enclosure (1).

8. Records Management. Records created as a result of this instruction, regardless of media and format, shall be managed per Secretary of the Navy Manual 5210.1 of November 2007.



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**SAMPLE**  
**CONSOLIDATED REMAIN-IN-PLACE LIST (CRIPL) CHANGE REQUEST FORMAT**

MEMORANDUM

From: [Type Wing/Carrier Air Wing/COMFRC Activity]  
To: Commander, Naval Air Systems Command (Code 6.0)  
Via: [Type Commander]

Subj: REQUEST FOR CHANGE TO CONSOLIDATED REMAIN-IN-PLACE LIST (CRIPL)

Ref: (a) OPNAVINST 4440.25A

1. Per reference (a), it is requested that the following item be added to/deleted from the CRIPL:

- a. Application (T/M/S): \_\_\_\_\_
- b. Nomenclature: \_\_\_\_\_
- c. NSN: \_\_\_\_\_
- d. Part Number: \_\_\_\_\_
- e. COG/MCC: \_\_\_\_\_

2. Justification. (Must specify one or more of following criteria and include additional amplifying details in paragraph 4 below.)

a. Safety (non-flight). With the item removed, aircraft is in an unsafe configuration (weight and balance, structural limits, personnel hazard).

b. Mobility. With the item removed, aircraft cannot immediately be moved in the event of an emergency.

c. Maintenance. Removal of the item involves exchange of numerous fittings or linkages; exposes the aircraft to water intrusion, corrosion or mechanical damage; or precludes turn-up to facilitate other maintenance.

d. PMCS Flight. Removal of the item precludes flight, but retention permits flight with degraded mode condition of installed system.

3. Reason for Deletion.

4. Remarks. [Additional amplifying details]

J. P. JONES

Enclosure (1)