Abbreviations commonly used on Air Ministry Forms 78 & 1180 (Aircraft Movement Cards and Accident Record Cards)

43 Grp D/A  43 Group Deposit Account - a list of aircraft awaiting - or undergoing - repair or modification.
AACU  Anti-Aircraft Co-operation Unit
AAP  Aircraft Acceptance Park
A/C  Aircraft
ADU  Aircraft Delivery Unit
AEF  Air Experience Flight
AFS  Advanced Flying School
AGS  Air Gunnery School
ANS  Air Navigation School
ASS  Air Signals School
ASU  Aircraft Storage Unit
ATFERO  Atlantic Ferry Organisation
AW/CN  Awaiting Collection
AGT  Airwork and General Trading – a firm undertaking work as part of the Civilian Repair Organisation
AST  Air Service Training - Conversion Flight
BCBS  Bomber Command Bombing School
BDTF  Bomber Defence Training Flight
BFTS  Basic Flying Training School
BGS  Bombing & Gunnery School
CF  Communication Flight
CFS  Central Flying School
CGS  Central Gliding School
(C) OTU  (Coastal) Operational Training Unit
CRO  Civilian Repair Organisation
CRP  Contractor’s Repair Party
CS(A)  Controller of Supply (Aircraft)
DBF  Destroyed by Fire
DBR  Damaged Beyond Repair
E/F  Engine Failure
EAAS  Empire Air Armament School
ECFS  Empire Central Flying School
EFTS  Elementary Flying Training School
E&RFTS  Elementary & Reserve Flying Training School
FA  Flying Accident
FB  Flying Battle
FBSU  Flying Boat Servicing Unit
FEAF  Far East Air Force
FIS  Fighter Instructors School
F/L Forced Landing
FTFlt Ferry Training Flight
FTS Flying Training School
FTU Ferry Training Unit
FRU Fleet Requirements Unit
GAL General Aircraft Limited - part of the CRO
GR General Reconnaissance
GSU Group (or Ground) Support Unit
HCU Heavy Conversion Unit
HGCU Heavy Glider Conversion Unit
HTCU Heavy Transport Conversion Unit
IFTS Initial Flying Training School
MCU Mosquito Conversion Unit
Meteorological Conversion Unit
MEAF Middle East Air Force
MSFU Merchant Ship Fighter Unit
MU Maintenance Unit
NEA Non-Effective Airframe
OADF/U Overseas Aircraft Delivery Flight/Unit
(O)AFU (Observer) Advanced Flying Unit
OCU Operational Conversion Unit
OTU Operational Training Unit
(P)AFU (Pilot) Advanced Flying Unit
PATP Packed Aircraft Transit Pool
RAAAA Repaired and Awaiting Allocation
RFS Reserve flying School
RIW Repaired in works
ROS Repaired on site
RS Radio School
RSU Repair & Salvage Unit
SFTS Service Flying Training School
SOC Struck Off Charge
SoTT School of Technical Training
Sqd Squadron
Sqn Squadron
UAS University Air Squadron
U/S Unserviceable
VGS Volunteer Gliding School
WFU Withdrawn from use
WS Wireless School

Damage Categories
Before 1941
Cat. U  Undamaged
Cat. M(u) Capable of being repaired on site by the operating unit
Cat. M(c) Beyond the unit’s capacity to repair
Cat. R(B) Repair on site is not possible; the aircraft must be dismantled and sent to a repair facility
Cat. W Write-off

1941 - 1952
Cat. U  Undamaged
Cat. A  Aircraft can be repaired on site
Cat. Ac Repair is beyond the unit capacity, but can be repaired on site by another unit or a contractor
Cat. B  Beyond repair on site, but repairable at a Maintenance Unit or at a contractor’s works
Cat. C  Allocated to Instructional Airframe duties (for ground training)
Cat. E  Write-off
Cat. E1 Write-off, but considered suitable for component recovery
Cat. E2 Write-off and suitable only for scrap
Cat. E3 Burnt out
Cat. Em Missing from an operational sortie (Missing aircraft were categorised ‘Em’ after 28 days)

1952 - 1961
Cat. 1  Undamaged and can remain in service.
Cat. 2  Aircraft can be repaired within second line servicing capability of the parent or nearest unit.
Cat. 3  The repair is beyond the capabilities of the parent or nearest unit, and will be carried out as indicated by the following suffixes:
Cat. 3 (Rep)C The aircraft is repairable on site by a contractor’s working party.
Cat. 3 (Rep)S The aircraft is repairable on site by a suitably qualified Service unit.
Cat. 3 (Rep)C Fly The aircraft can be flown to the contractor’s works after temporary repair, if necessary, under restricted flight conditions.
Cat. 3 (Rep)C Deferred The aircraft may be flown under limiting conditions specified by the holding unit until a suitable repair date is agreed with the controlling authority. Cat. 3 (Rep)C Deferred aircraft will ultimately be repaired by a contractor, while a Cat. 3 (Rep)S Fly Deferred aircraft will be handled by a suitable Service unit.
Cat. 4 (Rep) Not repairable on site because special facilities and/or equipment is required. Aircraft in this category will be repaired
at a contractor’s works after temporary repair, in necessary, and under restricted flight conditions.

Cat. 4 (Rogue) The parent unit and/or controlling authority have conducted technical investigations and air tests and are satisfied that the aircraft has unsatisfactory flying characteristics.

Cat. 5(c) Beyond economical repair or surplus, but is recoverable for breakdown to components, spares and scrap.

Cat. 5(s) Beyond economical repair or surplus, and fit only for disposal for scrap.

Cat. 5(gi) Beyond economical repair or surplus, but suitable for ground instructional use.

Cat. 5(m) Missing.

1961 - present

Cat. 1 Repairable on site by first line maintenance personnel.

Cat. 2 Repairable on site by second line maintenance personnel.

Cat. 3 Repairable on site but beyond the technical resources of the unit. Repairs will be done by a Service repair party (Cat.3(SER)), or civilian contractor’s working party (Cat. 3(CWP)). A Cat. 3(FLY) aircraft may be flown under limitations until repaired.

Cat.4 The damage sustained requires special equipment not available on site and the aircraft must be moved for repair at an established Service repair depot. (Cat.4(SER)) or to a contractor’s works (Cat. 4(WKS)). A Cat. 4(FLY) aircraft may be flown from a site, after temporary repairs have been carried out, to the repair agency for full repairs.

Cat. 5 The aircraft is damaged beyond economic repair.

Cat. 5(GI) Damaged or surplus, but suitable for ground instructional use.

Cat. 5(COMP) Beyond economical repair or surplus, but is salvage of components or spare parts is possible.

Cat. 5(SCRAP) Beyond economical repair or surplus, and suitable for scrap only.

Cat. 5(MISSING) Missing - presumed lost.