

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 -
BATF	Beam/Blind Approach Training Flight
BCBS	Bomber Command Bombing School
BDTF	Bomber Defence Training Flight
BFTS	Basic Flying Training School
BGS	Bombing & Gunnery School
CF	Communication Flight
	Conversion Flight
CFS	Central Flying School
CGS	Central Gliding School
	Central Gunnery 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
FTFit	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
RAAA	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
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.