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SECRETARY OF THE AIR FORCE

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Maintenance

EQUIPMENT INVENTORY, STATUS AND UTILIZATION REPORTING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 21-1, *Air and Space Maintenance.* It establishes inventory, status, and utilization reporting for selected aerospace vehicles and equipment. It applies to the US Air Force, Air Force Reserve Command, Air National Guard, and Government plant representatives assigned to commercial contractor facilities. This instruction implements the material condition measurement reporting requirements of DOD Instruction 3110.5, *Material Condition Reporting for Mission - Essential Systems and Equipment*, September 14, 1990. In addition, it provides guidance and direction for managing aircraft and missile equipment throughout the Air Force. Major Commands (MAJCOM) and Field Operating Agencies (FOA) may supplement this instruction or the allied publications according to AFI 33-360 vol. 1, *Publications Management Program*. Supplements must not deviate from the basic intent of this instruction. Supplements must include unique requirements that are essential to the command. Send one copy of each command supplement to HQ USAF/ILMM, HQ AFMC/LGRC-AVDO, HQ AFMC/LGMW, ANG/LGM, and HQ AFRC/LGQRA.

SUMMARY OF REVISIONS

The AFI has been substantially revised and must be completely reviewed. First, office symbols and publication references throughout were validated and updated as needed. Second, the units or depots were given the option of sending possession change messages using Defense Messaging System, or e-mail. Third, additional guidance was provided for reporting aircraft maintenance status, multiple status and utilization, and determining pacing item. Fourth, the requirement for reporting status and utilization was removed for Trainers. Fifth, reporting responsibilities were added for the ATE System Program Directors (SPD). Sixth, reporting requirements for satellites and launch vehicles were updated in **Chapter 8**. Seventh, **Attachment 16** and **Attachment 17** were added for specific rules in reporting status on Airfield Meteorological Systems and loading serial numbers for Weather Service Systems, these are referenced in the Communications-Electronics (C-E) chapter. Finally, **Attachment 18** was added as a reference for purpose identifier codes.

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Chapter 1

REPORTING GUIDELINES

1.1. Using Report Information. The Air Force uses the information from reports produced by each reporting system mainly for accounting and analysis. Each reporting system also gives basic historical management information and data on equipment availability and use to all levels of command. Use this information to:

1.1.1. Compute the official Air Force inventory.

1.1.2. Build the Air Force programming documents and their related budget and staffing requirements.

1.1.3. Produce statistical analysis for congressional committees, the Office of Management and Budget, and the Department of Defense.

1.1.4. The MAJCOMs establish capability goals in coordination with the Air Staff to include but not limited to Mission Capable (MC), TNMCM, and TNMCS. These goals enable HQ USAF to assess resource allocation funding on a quarterly basis. The MC-rate goals and plans also go into the yearly DoD Materiel Readiness Report to Congress.

1.2. Correct Reporting. Because the Air Force uses reports named in this instruction to develop and defend the US Air Force Plan, Program, and Budget, correct and timely reporting is critical. Errors in reporting can cause the Air Force to lose needed funding, manpower authorizations, and supplies.

1.3. Offices of Responsibility. The office of primary responsibility (OPR) for this instruction is AF/ILMM, 1030 Air Force Pentagon, Washington D.C. 20330-1030. Offices of collateral responsibility (OCR) are:

1.3.1. HQ AFMC/LGRC-AVDO, 4375 Childlaw Rd, Area A, Bldg 262, Room S117, Wright-Patterson AFB OH 45433-5006

1.3.2. Aerospace Vehicle Inventory - HQ USAF/XPPE, 1070 Air Force Pentagon, Washington DC 20330-1070.

1.3.3. Intercontinental Ballistic Missile Status - HQ AFSPC, 150 Vandenberg St, Ste 1105, Peterson Air Force Base CO 80914-4470.

1.3.4. Aerospace Vehicle Utilization - HQ USAF/XOOT, 1480 Air Force Pentagon, Washington DC 20330-1480.

1.3.5. Aerospace Vehicle Status - HQ USAF/ILMM, 1030 Air Force Pentagon, Washington DC 20330-1030.

1.3.6. Communications-Electronics (C-E) Status and Inventory Reporting - HQ AFCA/WFLM, 203 W. Losey St., Room 2100, Scott Air Force Base IL 62225-5222.

1.3.7. Air Launched Cruise Missile Status--HQ ACC/LGQN, 130 Douglas Street, Ste 210, Langley AFB, VA 23665-2791

1.4. Allied Publications. For personnel to carry out the procedures in this instruction, Maintenance Information Systems functional user manuals must include:

1.4.1. Detailed rules for filling out the forms.

1.4.2. Instructions for data entry.

1.4.3. Report formats.

Chapter 2

AIRCRAFT, DRONE, AND UNMANNED AEROSPACE VEHICLES (UAVS) INVENTORY, STATUS, AND UTILIZATION REPORTING

Section 2A—Reporting System Overview

2.1. Concepts.

2.1.1. Each Aerospace Vehicle is always possessed by a designated Air Force reporting organization at either the organizational or depot level. The possessing organization or depot will report:

2.1.1.1. The hours it possesses the aerospace vehicle.

2.1.1.2. Changes in aerospace vehicle possession.

2.1.1.3. Status conditions that affect an aerospace vehicle's ability to perform assigned missions.

2.1.1.4. Flying hours and sorties.

2.1.2. If a contractor controls or maintains an aircraft that needs inventory, status, and utilization reporting, the administrative contracting officer must submit the needed reports or information to the agency that asks for them, unless the applicable contract states otherwise. Use these reports whenever it is in the best interest of the Government.

2.2. The Reporting System . Units process inventory, status and utilization data using an approved Maintenance Information System (MIS). MAJCOMs, Field Operating Agencies (FOAs), HQ AFMC, HQ USAF, and other authorized users of the Reliability and Maintainability Information System (REMIS) database check the data.

2.3. Transmitting Data. Data will be sent to the REMIS database at specified times.

2.4. Security Classification. Aircraft inventory, status, and utilization data reported under this instruction are unclassified. Do not enter classified data into the MIS or REMIS.

Section 2B—Reporting Responsibilities

2.5. Base and Depot Level Activities. Reporting starts at base or depot-level.

2.5.1. Wing/Group Commanders or depot maintenance directorate responsibilities:

2.5.1.1. Ensure personnel maintain, correct, and report all data using the procedures in AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination* and this instruction.

2.5.1.2. Appoint a primary and alternate Aerospace Vehicle Distribution Officer (AVDO) to report inventory status for the unit or depot. By e-mail or message, provide the MAJCOM AVDO the name, grade, duty phone, e-mail address, and office symbol of the primary and alternate AVDO annually at the beginning of each fiscal year and as changes in personnel occur.

2.5.1.3. Appoint a primary and alternate unit Aerospace Vehicle Utilization Monitor (AVUM) within operations 1C0X2 (Aviation Resource Manager) to act as the units Point of Contact (POC)

to check unit or depot utilization and to verify flying hour inputs with the proper organization every day. Provide the MAJCOM AVUM the name, grade, duty phone, e-mail address, and office symbol of the primary and alternate AVUM annually at the beginning of each fiscal year and as changes in personnel occur

2.5.1.4. Ensure aircraft status attributed to supply is reported to the Logistics Readiness Squadron (LRS) POC.

2.5.2. Unit and Depot AVDOs:

2.5.2.1. Are the primary POCs for aircraft inventory and status reporting within their organization.

2.5.2.2. Monitor and/or input data in the MIS daily.

2.5.2.3. Resolve any data reporting problems.

2.5.2.4. Ensure equipment loads to MIS for aerospace vehicles contain correct current operating time prior to performing gain transactions.

2.5.2.5. Initiate inventory transactions and movement reports as required.

2.5.2.6. Send messages as required by this instruction and MAJCOM supplements.

2.5.2.7. Follow procedures in AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination.*

2.5.2.8. Ensure DD Form 1149, *Requisition and Invoice/Shipping Document*, is completed and sent as required (see **Attachment 10**).

2.5.2.9. Distribute assigned aircraft as required.

2.5.2.10. Prior to processing MIS data and sending gain/loss messages, verify inventory transaction dates and times (Zulu) with corresponding units, depots or contractors to ensure they match.

2.5.2.11. Ensure only aircraft currently possessed by depot/contract field teams (DFT/CFT) are loaded in the MIS "dummy" depot reporting unit.

2.5.3. Wing Data Base Managers:

2.5.3.1. Monitor the receipt acknowledgment output transmittal files from REMIS daily.

2.5.3.2. Establish "dummy" depot reporting units for local depot and contract field teams reporting within the MIS.

2.5.4. Unit and Depot AVUMs:

2.5.4.1. In conjunction with the AVDO, establish and publish daily procedures for operations and maintenance to verify the accuracy of unit or depot flying hours and sorties MIS reporting.

2.5.4.2. Track and report flying hours and sorties on a daily, monthly and yearly basis as required by this publication and MAJCOM supplements.

2.6. MAJCOM and FOA AVDO and Utilization Monitors.

2.6.1. MAJCOM AVDO's ensure aircraft inventory and status errors are corrected in MIS within their organizations.

2.6.1.1. Represent their MAJCOM or FOA at AVDO meetings.

2.6.1.2. Is the single POC for maintenance of the Geographic Location Table.

2.6.1.3. Work aircraft assignment:

2.6.1.3.1. Assign command aircraft based on Major Force Program authorizations.

2.6.1.3.2. Work with other MAJCOM AVDOs, staff agencies, numbered Air Forces, and specific units in assigning, controlling, and distributing aircraft.

2.6.1.3.3. Assign aircraft within the command by issuing transfer instructions, which are kept on file IAW AFM 37-139, *Records Disposition Schedule*.

2.6.1.3.4. Complete aircraft assignments or reassignments no earlier than 30 calendar days prior to and no later than 30 calendar days after the effective date.

2.6.1.3.5. Help MAJCOM agencies extract data from REMIS to assist them in monitoring the Programmed Depot Maintenance (PDM) and modification schedules.

2.6.1.3.6. Serve as the OCR for maintaining the Geographic Location Code Table, Command Code Table, and Organization Table in REMIS, as shown in AFCSM 25-524, Volume IV, *EIMSURS Users Manual*.

2.6.2. For aircraft transfer, replacement, or disposal:

2.6.2.1. Coordinate with other MAJCOMs, Air National Guard Bureau, Air Force Reserve, and non-USAF organizations to move, ship, or transfer vehicles inter-theater and to file applicable movement reports.

2.6.2.2. Provide technical help to subordinate AVDOs.

2.6.2.3. Provide HQ USAF/XPI, HQ USAF/XPP, and concerned countries assistance in replacing and disposing of aircraft allocated to the Excess Defense Articles (EDA).

2.6.2.4. Work with transferring units to choose aircraft serial numbers to meet T.O. 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures, requirements.

2.6.3. MAJCOM AVUMs:

2.6.3.1. Ensure utilization data reported by their units is correct and up-to-date.

2.6.3.2. Resolve any unit ARMS/MIS reporting differences or problems.

2.6.3.3. Ensure utilization data is coordinated between Operations and Maintenance.

2.6.3.4. Assist MAJCOM agencies in extracting data from REMIS.

2.6.3.5. Represent their MAJCOM or FOA at Headquarters AF utilization meetings.

2.6.3.6. Verify REMIS data not later than the 12th day of each month.

2.6.3.7. Maintain the REMIS utilization data and Aircraft Utilization/Mission Code Table for their MAJCOM as shown in AFCSM 25-524, Volume IV, EIMSURS Users Manual.

2.6.4. Update REMIS screen EFM1430 after review of the inventory, status and utilization data and before the K002 is processed.

2.7. HQ AFMC AVDO

2.7.1. HQ AFMC/LGRC-AVDO is the Air Force AVDO.

2.7.2. Collects and checks data reported under this instruction.

2.7.3. Keeps the master Air Force assigned aircraft inventory up-to-date as stated in AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination.*

2.7.4. Verify AF inventory using REMIS screen ERP4030

2.8. Contract Administration Activities (Except Contract Field Teams). Report all gains, losses, and terminations as stated in either this instruction, MAJCOM supplements, or in accordance with maintenance contracts.

Section 2C—Aircraft Inventory Reporting

2.9. Assignment procedure. Inventory reporting starts when an aircraft is accepted according to this section and HQ AFMC/LGRC-AVDO initiates the first assignment procedure according to AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination.*

2.10. Possession Reporting.

2.10.1. What to report as possessed inventory:

2.10.1.1. All US Air Force-owned aircraft, including those on loan or lease to agencies outside the US Air Force as directed by HQ USAF.

2.10.1.2. Non-US Air Force-owned aircraft as directed by HQ USAF.

2.10.2. Procedures. When a unit or depot gains or loses possession of an aerospace vehicle, the unit or depot must:

2.10.2.1. Start or stop possession reporting.

2.10.2.2. Coordinate the gain/loss time of transfer with the reciprocating unit.

2.10.2.3. Inform the base/depot engine manager of all aerospace vehicle losses, gains, and terminations by providing a copy of the appropriate message/e-mail.

2.10.2.4. Follow-up MIS inventory transactions with a confirmatory message/e-mail using the appropriate formats in **Attachment 11** through **Attachment 15**. The MAJCOM has the option of using messages or E-Mail.

2.11. Criteria for Gaining or Losing Possession. Possession of an aircraft changes when:

2.11.1. The flight crew of the gaining organization accepts and leaves with the aerospace vehicle unless otherwise stated in an inter-command MOA. The time of possession change is the actual time the aircraft takes off from the losing organization. For aircraft moved in a "PJ" purpose identifier, the possession changes at the time the Traffic Management Office (TMO) of the gaining organization accepts the aircraft.

2.11.2. The flight crew of the losing organization, or a neutral flight crew, delivers the aircraft. The time of possession changes when the engines shut down at the gaining base.

NOTE: The Air Combat Command Air Operations Squadron ACC/AOS aircrew is considered a neutral crew if they are not assigned to the losing or gaining unit. Because flying hour sorties and hours are directly tied to aircraft possession the unit that possesses the aircraft IAW the rules outlined above will receive flying hour/sortie credit unless otherwise specified in a MAJCOM approved Memorandum of Agreement (MOA). This MOA must be coordinated and approved by the MAJCOM AVDO and AVUM prior to the aircraft transfer.

2.11.3. In the event, an aerospace vehicle is damaged or destroyed:

2.11.3.1. The nearest base with the necessary repair or reclamation capability takes possession. The time of possession change is the time of landing or crash.

2.11.3.2. Possession does not change if the parent organization does the repair, reclamation or termination; however the unit AVDO must initiate the proper station location code and possession purpose identifier changes.

2.11.4. In the event, a transient aircraft requires maintenance lasting more than 7 calendar days:

2.11.4.1. The organization performing the maintenance gains possession of the aircraft as soon as it's clear the work cannot be completed in 7 days.

2.11.4.2. Do not change possession if the parent organization does the maintenance. The unit AVDO must change the station location code and the possession purpose identifier to "BL."

2.11.4.3. Do not transfer possession for AMC aircraft in transit at bases where AMC has transient or en-route maintenance responsibility unless depot assistance is required.

2.11.4.4. Do not transfer possession for KC-10 aircraft unless depot assistance is required.

2.11.5. An authorized government representative accepts an aircraft from a contractor on behalf of the Air Force. In this situation:

2.11.5.1. HQ AFMC becomes the first possessing activity for new production aircraft. HQ AFMC/LGRC-AVDO processes the gain.

2.11.5.2. REMIS automatically generates the loss of a new production aircraft in REMIS after it receives the gain transaction.

2.12. Criteria for Terminating Possession. Possession terminates at the time the aerospace vehicle meets the termination requirements of this instruction and AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*. Termination codes can be found in the Air Force Data Dictionary. Terminate the aerospace vehicle and cease reporting if it has permanently transferred to non-Air Force activities such as:

2.12.1. Foreign countries, as applicable.

2.12.2. Other DoD agencies, such as US Army or US Navy.

2.12.3. Other Government agencies.

2.13. Criteria for Reporting Aircraft as Deployed. When sending aerospace vehicles for use at other locations or for specialized maintenance (other than that done by a depot), list such movements and their possession accountability according to the criteria contained in paragraphs **2.13.1.** through **2.13.5.**

2.13.1. Satellite Operation and Detachment. An aircraft is in a satellite operation or detachment when it is moved to another station, and the parent command unit continues to operate and support it.

NOTE: Do not change possession accountability unless directed by an Operation Plan (OPLAN). The possessing command is the command to which the flying hours are allocated.

2.13.2. Rotations. An aircraft is on rotation when direct responsibility for its operation or support changes between CONUS or overseas activities, commands, or units.

2.13.2.1. Since the flying hours are allocated according to PA documents, MAJCOMs may not change possession accountability unless the host organization is within their own command.

2.13.2.2. When the aircraft moves as a part of a total unit movement that will not integrate under a host control, the possessing organization stays the same or changes as stated in the OPLAN.

2.13.2.3. Change in station location may be made by MAJCOM option.

2.13.2.4. All reporting is done according to the OPLAN.

2.13.2.5. MAJCOMs must include the time of transfer in the OPLAN describing the movement.

2.13.3. Supporting Exercises.

2.13.3.1. The OPLAN must state possession accountability for aircraft moved to support intra-command, inter-command, or inter-service missions.

2.13.3.2. If the PA document uniquely allocates the flying hours or utilization for the aircraft, the command to which the flying hours are allocated is always the possessing command.

2.13.4. Consolidated or Centralized Repair Activities. When you move an aircraft for corrosion control, refurbishment, or other maintenance, normal reporting procedures apply unless otherwise directed by the MAJCOM AVDO or MAJCOM approved MOA.

2.13.5. Loaned Aircraft. Possession changes to the command and unit having direct responsibility for using and supporting the aircraft. The MAJCOM AVDO(s) or operational order direct the change.

2.14. Possession Reporting Criteria for Depot Teams. If an aircraft goes in for maintenance by contract or depot field teams, transfer possession according to these criteria:

2.14.1. For field teams (depot or contract) performing maintenance or modifications, the owning unit AVDO reports possession changes for both the owning and depot units.

2.14.1.1. Transfer possession to AFMC in purpose identifier "DJ" when the operating command receives formal AFMC acknowledgment of repair responsibility per T.O. 00-25-107, Maintenance Assistance**,** but before the team starts the repair.

2.14.1.2. Change possession to purpose identifier "DM" when the depot field team begins maintenance, repair, or modification on the aircraft.

2.14.1.3. Change the aircraft possession purpose identifier to "DR" only if an AFMC aircrew will perform a Functional Check Flight (FCF).

2.14.1.4. Possession returns to the proper organization if:

2.14.1.4.1. The aircraft has received all assigned work and the required operational check or FCF (if part of the workload agreement)is accomplished.

2.14.1.4.2. The host or operating organization receives, accepts, and controls the aircraft.

2.14.1.4.3. The host or operating organization accomplishes a permanent inventory loss transaction ("TP").

2.14.2. Other Field Teams. If an aircraft receives depot field team maintenance, other than stated above, the command with control responsibilities over the team doing the work possesses the aircraft.

2.14.2.1. Specific responsibilities must be stated in the workload agreement.

2.14.2.2. The host unit must do the required inventory reporting.

2.15. Notifying MAJCOMs of Possession Changes.

2.15.1. Accurate reporting of possession changes is essential in order for the Air Force to accurately account for the location and use of the aircraft inventory. MAJCOMs determine procedures for reporting changes of possession within the command. Possession change messages are required on aircraft transfers between commands. For aircraft transfers, both reporting organizations must use the same ZULU time and date.

2.16. Gain Message (RCS: HAF-ILM(AR)9480, Aerospace Equipment Possession Change Report). The unit or depot AVDO of the organization gaining the aircraft sends a priority gain message/e-mail not later than the first workday after the possession changes. See **Attachment 11** for a sample gain message/e-mail and instructions for preparing it. This report is designated emergency status code (ESC) C-1. Continue reporting during emergency conditions, priority precedence. Submit data requirements assigned this category as prescribed or by any means to ensure arrival on published due dates.

2.17. Loss Message (RCS: HAF-ILM(AR)9480, Aerospace Equipment Possession Change Report). The unit or depot AVDO of the organization losing possession of an aircraft sends a priority loss message/e-mail not later than the first workday after the possession change takes place. On new production aircraft where engines are tracked as outlined in T.O. 00-25-254-1 series publications, the Air Force program office will include engine serial numbers on the loss message. See **Attachment 12** for a sample loss message/e-mail and instructions for preparing it. This report is designated emergency status code (ESC) C-1. Continue reporting during emergency conditions, priority precedence. Submit data requirements assigned this category as prescribed or by any means to ensure arrival on published due dates.

2.18. Termination Message (RCS: HAF-ILM(AR)9481, Aerospace Equipment Termination Report). The unit or depot AVDO of the organization losing accountability of an aircraft must send a priority termination message/e-mail not later than the first workday after it has been decided the aircraft should be terminated. See **Attachment 13** for a sample termination message/e-mail and instructions for preparing it. This report is designated emergency status code (ESC) C-1. Continue reporting during emergency conditions, priority precedence. Submit data requirements assigned this category as prescribed or by any means to ensure arrival on published due dates. **NOTE:** If a losing organization has removed the engine/s from an aircraft prior to the aircraft being terminated then the aircraft termination message/e-mail must state at item 11 that no engine/s were installed on the aircraft. For aircraft being terminated by Aerospace Maintenance and Regeneration Center (AMARC), engine serial numbers do not need to be listed on the termination message. The AMARC Engine Manager must continue to report all engines according to AFI 21-104, *Selective Management of Selected Gas Turbine Engines* and T.O. 00-25-254-1/-2, *Comprehensive Engine Management System.*

2.19. Possession Purpose Identifier Code Change Message (RCS: HAF-ILM(AR)9482, Aerospace Equipment Possession Purpose Identifier Code Change Report). When changing a possession purpose identifier, the possessing unit or depot AVDO must send a priority message/e-mail not later than the first workday after the change. See **Attachment 14** for a sample possession purpose identifier change message/e-mail and instructions for preparing it. This report is designated emergency status code (ESC) C-1. Continue reporting during emergency conditions, priority precedence. Submit data requirements assigned this category as prescribed or by any means to ensure arrival on published due dates.

2.20. Mission, Design, and Series (MDS)/Configuration Identifier Change Message (RCS: HAF-ILM(AR)9483, Aerospace Equipment MDS/Configuration Identifier Change Report). The AVDO of the organization changing the MDS or configuration identifier must send a MDS/configuration identifier change message/e-mail. Obtain proper authorization from the MAJCOM AVDO before making the change, and send a priority message/e-mail not later than the first workday after the change. See **Attachment 15** for a sample MDS/Configuration identifier change message/e-mail and instructions for preparing it. This report is designated emergency status code (ESC) C-1. Continue reporting during emergency conditions, normal precedence. Submit data requirements in this category as prescribed, or as soon as possible after submission of priority reports.

2.21. How To Determine Codes. **Attachment 4** lists the references used in inventory reporting under this instruction.

Section 2D—Aircraft Logistics Status Reporting

2.22. Reporting Maintenance Status. The reporting requirements in this section are exempt from licensing in accordance with paragraph 2.11.3 of AFI 33-324, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*.

2.22.1. Use multiple status reporting to the maximum extent the MIS allows. Multiple Status meaning an aircraft can be broken for more than one condition at the same time.

2.22.2. MAJCOMs will not include possession purpose identifiers codes BJ, BK, BL, BN, BO, BQ, BR, BU, BT, PJ, PM, PN, PR, TJ, TX, XJ, XR, XS, XT, XU, XW and ZA when computing and developing rates and standards for individual organizations.

2.22.3.: Status reporting for permanently assigned Ground Instructional Trainer Aircraft (GITA) is not required.

2.23. Determining Maintenance Status.

2.23.1. **Attachment 2** gives a list of maintenance and condition status codes and their definitions, which are based on DoDI 3110.5, Material Condition Reporting for Mission-Essential Systems and Equipment. These codes describe the capability of an aerospace vehicle to do its assigned missions, that is, a unit's specifically assigned wartime, training, or test missions as specified in:

2.23.1.1. The unit's Designed Operational Capability (DOC) statements.

2.23.1.2. Unit training syllabuses.

2.23.1.3. Test mission requirements.

2.23.1.4. Mission Essential Subsystems List (MESL)

2.23.2. Report any aircraft not Full Mission Capable (FMC) with a maintenance status code determined by the following criteria:

2.23.2.1. Report an aircraft that can perform at least one, but not all of its assigned missions as Partial Mission Capable (PMC). Report an aircraft that cannot perform any of its assigned missions as Not Mission Capable (NMC).

2.23.2.2. Add the letter M (maintenance), S (supply), or B (both maintenance and supply) to show the reason the aircraft is PMC or NMC.

2.23.2.3. Aircraft in codes NMCM and NMCB also show if the needed maintenance is scheduled (S) or unscheduled (U).

2.23.2.4. The dual status condition--Not Mission Capable Both (NMCB) or Partial Mission Capable Both (PMCB)--starts when an aircraft requires both maintenance and supplies.

2.23.2.5. Change an existing maintenance or supply condition to the dual condition if discovering a second problem. For example, when an aircraft is in NMCM maintenance status code and then you find a supply problem (NMCS), change the reported status to NMCB.

2.23.2.6. Change the dual condition when you have rectified either the maintenance or the supply problem. For example, if you fix the maintenance problem before the supply problem, change the NMCB status code to NMCS.

2.23.3. Scheduled or unscheduled maintenance status stops when you finish maintenance according to applicable technical data using the following criteria:

2.23.3.1. When all ground operations checks are complete.

2.23.3.2. If in-flight operational checks are required by technical data, maintenance status will stop when all ground checks leading up to the in-flight operational check are completed.

2.23.3.3. When you verify a lack of parts limits the mission.

2.23.3.4. If a Functional Check Flight (FCF) is required IAW T.O. 1-1-300, -6 FCF requirements, or any other applicable technical data, maintenance status will not stop until the FCF is completed.

2.23.4. Supply status starts after all of these actions occur:

2.23.4.1. You find the aircraft requires an essential part.

2.23.4.2. You make a valid demand on supply and/or depot.

NOTE: When the Engine Manager makes a demand on depot for supported replacement engine to fill an aircraft hole for which no serviceable or repairable asset is available at the unit.

2.23.4.3. Maintenance verifies the part is essential.

2.23.4.4. Maintenance and supply together verify that the needed part (serviceable or reparable and not awaiting parts) is not available on base (does not apply to Contract Logistics Support (CLS) or Contract Operated and Maintained Base Supply (COMBS) provided parts).

2.23.5. Supply time stops when maintenance receives the part(s). If maintenance cannot accept the part(s) when they are available, supply status time stops at the time supply attempts to deliver the part(s).

2.23.6. When you find an aircraft discrepancy during flight, maintenance status starts at the time the aircraft returns to its parking spot/engine shutdown.

2.23.7. When you find an aircraft discrepancy during ground operation, maintenance status starts at the time you found the discrepancy.

2.23.7.1. It is imperative that aircraft status accurately reflects the capability of the aircraft to perform its assigned missions. While the majority of red X discrepancies require an aircraft to be reported in a non-mission capable condition, some red X entries do not. These entries do not necessarily affect the status or the mission capability of the aircraft and do not require a maintenance repair action. A red X entry is used in these situations to ensure a higher level of attention. Examples of red X entries that do not affect the status and mission capability are:

2.23.7.1.1. External tanks/pylons ejector cartridges removed

2.23.7.1.2. Openings/panels taped/covered prior to and during a wash

2.23.7.1.3. Protective covers installed

2.23.7.1.4. Aircraft requiring fuel/servicing

2.23.7.1.5. Ejection seats de-armed for static display/training

This is not intended to be an all-encompassing list as there may be other red X entries that fall into this category.

2.23.8. When maintenance places an MC aircraft into scheduled maintenance on the printed flying schedule/maintenance plan, the status changes only if you determine that maintenance can not, and will not return the aircraft to a MC status within 2 hours.

2.23.8.1. For example, if maintenance performs Planned Scheduled Maintenance on an otherwise MC aircraft and can and will return, or is scheduled to return, the aircraft to MC status within 2 hours, do not report it as NMC.

2.23.8.2. As another example, when you find a discrepancy during scheduled maintenance that causes the aircraft to be declared NMC, and maintenance will need more than 2 hours to return the aircraft to MC status, NMC status starts when you find the discrepancy.

2.23.9. Aircraft entering phase, periodic, Aircraft Structural Integrity Program (ASIP), or isochronal inspections will be coded NMC using the support general WUC for the inspection. The NMC time will start when the work cards are initiated and continue only through the look phase. Normal NMC-driver WUC reporting applies after the look phase is complete.

2.23.10. Management uses certain groupings of status codes to perform summaries, analyses, briefings, and so on. These groupings show total supply and maintenance limitations. A complete list of these groupings appear in **Attachment 2**.

2.24. Pacing Items.1`

2.24.1. Units will report the WUC for the mission limiting condition that will take the longest for maintenance to correct on an aircraft in PMC and NMC status. All maintenance status codes are defined and associated with a condition status code as shown in **Attachment 2**.

2.24.2. When accomplishing single/ multiple status reporting, use the following order of precedence, from most severe to least severe:

NOTE: All MICAP write-ups must be input.

NMCBS, NMCBU, NMCS, NMCMS, NMCMU, NMCBSA, NMCBUA, NMCSA, NMCMSA, NMCMUA, PMCB, PMCS, PMCM, FMC

2.25. Minimum Essential Subsystems List (MESL).

2.25.1. MESLs lay the groundwork for reporting the status of aircraft capability. They list the minimum essential systems and subsystems that must work on an aircraft for it to perform specifically assigned unit wartime, training, test or other missions. The MESL brings together the Full Systems List (FSL) and the Basic Systems List (BSL).

2.25.1.1. The BSL lists a unit's specifically assigned wartime, training, and test missions and the systems and subsystems that must work for a unit to accomplish those missions.

2.25.1.2. The FSL lists all systems and subsystems needed for Full Mission Performance. It lists the essential systems and subsystems that must work to do all BSL missions (specifically assigned unit wartime, training, or test missions), and other kinds of unit sorties such as Program Depot Maintenance (PDM) delivery flights, aircraft transfer flights, cross-countries, or other training sorties units fly.

2.25.2. The MESL allows you to compare aircraft systems, subsystems, and components, by work unit code (WUC), against the FSL and BSL across the page. In each column, mark the equipment that must work with an "X".

2.25.3. A system may have an "X" in the FSL column only or in the FSL column and any or all of the BSL columns.

2.25.3.1. If there is an "X" in the FSL column only, the equipment does not have any specifically assigned unit wartime, training, or test mission. The equipment may have other kinds of unit sorties or missions to fly such as those listed in paragraph **2.25.1.2.**

2.25.3.2. If there is an "X" in the FSL column and any or all of the BSL columns, the equipment must be operational for the mission identified by the column heading.

2.25.3.3. If any system or subsystem with an "X" in the FSL column only is not working, put the aircraft in maintenance status code PMC.

2.25.4. If any system or subsystem with an "X" in the FSL and all BSL columns is not working, the aircraft cannot do any mission and is status code NMC. If any BSL column does not have an "X" for the inoperative system, the status code is PMC.

2.25.5. Determine the adverse impact of non-working components within listed systems or subsystems on a case-by-case basis. Components may appear on a MESL if the component is the only part of the subsystem that must be operational.

2.25.6. For degraded system performance evaluations, decide whether the overall system or subsystem can still support applicable mission requirements.

2.25.7. Units with aircraft not equipped, and/or not programmed to be equipped, with a listed system or subsystem should not report status on that equipment, unless the MESL states otherwise.

2.26. Developing the MESL. MESLs will be developed in accordance with AFPD 10-9, *Lead Operating Command Weapon Systems Management*. MAJCOMs must make sure MESLs list only the minimum essential aircraft systems or subsystems that must work in order for a unit to accomplish its mission. A sample MESL is shown in **Figure 2.1.**

2.26.1. Units can fly missions and sorties other than specifically assigned wartime, training, or test missions. Since the FSL is an all-inclusive list, build it to include all systems and subsystems on any or all BSLs and those required for sorties and missions not specifically assigned to that unit by the DOC, aircrew training, or flight test taskings.

2.26.2. The MESL does not portray the role these "other" type missions and sorties may play. The aerospace vehicle status will be PMC if an inoperative system or subsystem is on the FSL only because of the limitation to full mission performance.

2.26.3. MESL BSL columns show standard mission codes for specific wartime, aircrew training, and test missions assigned to a unit. MAJCOMs may build and use additional unique mission codes when needed as long as the codes are standardized within the MAJCOM. Standard MESL mission codes are listed in **Attachment 3**.

2.26.4. AFMC has sole responsibility and authority to develop and implement MESLs for Research, Development, Test and Evaluation (RDT&E) missions and aircraft in support of RDT&E.

Figure 2.1. Sample MESL.

F -15 MINIMUM ESSENTIAL SUBSYSTEMS LIST (MESL)					
			FSL	**BSL**	
NO.	**WUC**	**SYSTEM/SUBSYSTEM**		**ASY**	**ADC**
1.	11.	AIRFRAME	X	X	X
2.	12	COCKPIT AND FUSELAGE COMPARTMENTS	X	X	X
3.	13	LANDING GEAR	X	X	X
4.	14	FLIGHT CONTROLS	X	X	X
5.	23	TURBOFAN POWER PLANT	X	X	X
6.	24	AUXILIARY POWER PLANT	X	X	X
7.	41	CABIN AND AVIONICS ECS	X	X1	X1
8.	42	ELECTRICAL SYSTEM	X	X	X
9.	44A	AEXTERNAL LIGHTING SYSTEM	X2	X9	X9
10.	44	B/EINTERNAL LIGHTING SYSTEM	X	X	X
11.	45	HYDRAULIC SYSTEM	X	X	X
12.	46	FUEL SYSTEM	X6	X6	X6
13.	47	LIQUID OXYGEN SYSTEM	X	X	X
14.	49	MISCELLANEOUS UTILITIES	X	X	X
15.	51	INSTRUMENTS	X	X	X

:					
:					
43.	76K	COUNTERMEASURES DISPENSER	X3	X3	X3
44.	91	EMERGENCY EQUIPMENT	X	X	X
45.	97	EXPLOSIVE DEVICES AND COMPONENTS	X	X	X

NOTES: GENERAL: Rear Cockpit Systems/Subsytems/Components Not Required to Be Operational for BSLs.

1. Manual mode only required.
2. As required by AFI 11-202 Volume 3, *General Flight Rules*.
3. When equipped.
4. HAVE QUICK/Secure Voice required if aircraft is modified.
5. All eight AIM-7/AIM-9 stations required for FMC any combination of six required for PMC.
6. Conformal fuel system required when equipped.
7. Excludes HUD camera - 74KEO.
8. F-15B and F-15D must be external ECM pod capable.
9. Strip lighting required as a minimum.

2.27. Determining Aircraft Maintenance Status and Capability.

2.27.1. The MESL does not determine airworthiness or "safety-of-flight": Technical data, maintenance crews and aircrew judgment alone determine airworthiness. Do not use the MESL to gauge "go/no-go" decisions.

2.27.2. The maintenance status NMC Airworthy (Condition status codes K,L,M,N,P) must be used when an aircraft cannot accomplish the units wartime, training or test mission, but is still Airworthy (Safe for flight).

2.27.3. You may deploy an NMC Airworthy aircraft as long as it can be returned to MC status (FMC or PMC) at an employment site.

2.27.4. An aircraft is FMC if:

2.27.4.1. All systems, subsystems, and components having an "X" in the FSL column are working (the aircraft can do all missions and sorties).

2.27.4.2. A system, subsystem, or component having an "X" in the FSL column or any BSL column is degraded but is still capable of full mission performance.

2.27.5. An aircraft is PMC if:

2.27.5.1. One or more systems, subsystems, or components are not working and have an "X" in the FSL column only (the aircraft can do all BSL missions but is not fully equipped or capable of full mission performance).

2.27.5.2. Systems, subsystems, or components that are not working and are not needed for unit specifically assigned wartime missions but, are needed for safe aircraft operation during peace-time (safety-of-flight discrepancies).

2.27.5.3. One or more systems, subsystems, or components are not working and have an "X" in the FSL column and in at least one, but not all, BSL columns (the aircraft can do at least one, but not all, of its BSL missions).

2.27.5.4. A system, subsystem, or component is degraded and has an "X" in the FSL column and all BSL columns but can support some of its BSL missions.

2.27.5.5. For 2.75 inch rocket launcher no-fires or weapons suspension equipment bomb no-releases in which a subsequent attempt to fire/release from the same launcher/suspension equipment during the same sortie is successful.

2.27.6. An aircraft is NMC if:

2.27.6.1. One or more systems, subsystems, or components having an "X" in the FSL column and all BSL columns are not working (the aircraft can not do any BSL missions).

2.27.6.2. The aircraft is "grounded" (not flyable).

2.27.6.3. The aircraft can not fly any of the unit's BSL missions.

NOTE: The engineer at the ALC may approve the aircraft for a one-time flight to a maintenance facility.

2.27.6.4. For 2.75 inch rocket launcher no-fires or weapons suspension equipment bomb no-releases in which a subsequent attempt to fire/release from the same launcher/suspension equipment during the same sortie is successful.

2.27.7. Use the Aircraft Maintenance Status Code Flow Chart in **Table 2.1.** to help determine the proper aircraft maintenance and condition status codes to report.

Table 2.1. Aircraft Maintenance Status Code Flow Chart.

AIRCRAFT MAINTENANCE STATUS CODE FLOW CHART		
QUESTION	**RESPONSE**	**ACTION**
A. Is the aircraft RESTRICTED from use or FLYABLE (Airworthy)?	RESTRICTED	NMC(Restricted - Note 1)
	FLYABLE	Go to question B
B. Does a discrepancy exist against any system/subsystem/component listed on the FSL that limits or prevents full mission performance?	YES	Go to question C
	NO	FMC
C. Is the system/subsystem/ componentidentified on any BSLs?	YES	Go to question D
	NO	PMC
D. Is the system/subsystem/component identified on all BSLs?	YES	Go to question E
	NO	PMC

E. Is the system/subsystem/component completely inoperative or display degraded performance? (Note 3)?	INOP	NMC (Airworthy -Note 2)
	DEGRADED	Go to question F
F. Can the system/subsystem/component still perform at least one wartime/training/test mission?	YES	PMC
	NO	NMC (Airworthy - Note 2) training/test mission?

NOTES:

1. Input maintenance status code NMCM, B or, S and condition status code A through E, as appropriate, into appropriate maintenance information system.
2. Input maintenance status code NMCM, B or S, and condition status code K, L, M, N, or P, as appropriate, into appropriate maintenance information system.
3. Degraded systems are those systems that are not fully operational but work well enough to perform at least one assigned mission, or part of an assigned mission.

Section 2E—Aircraft Utilization Reporting

2.28. Flying Hour Program. Tracking, reconciling and reporting the flying hour program is the responsibility of the AVUM. However, maintenance is responsible for entering flying hours from the AFTO form 781 into the MIS and Operations enters them into ARMS . Guidance for completing AFTO form 781 can be found in T.O. 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures, AFI 11-401, *Flight Management*, AFI 21-101, *Aerospace Equipment Maintenance Management,* and this instruction.

2.28.1. Unit level MIS passes the data to REMIS, and REMIS passes data to Air Staff. This is the official routing of flying hours to Air Staff electronically.

2.28.2. The AVUM is responsible for the completeness and accuracy of flying hours; however the MIS flying hour data is the official reporting source.

2.28.3. Maintenance Data Systems Analysis will provide MIS reports to the AVUM and AVDO daily. End of month and other reports (ad-hoc reports and standard reports) are provided to operations as requested.

2.28.3.1. The AVUM will check maintenance MIS reports for the previous day's flying hours daily to ensure the data is correct, and coordinate any necessary changes between the squadron operations and de-brief personnel.

2.28.3.2. The AVUM and AVDO will compare the flying hours in the MIS with flying hours in ARMS monthly to ensure the data in the MIS represents hours flown.

2.28.4. The AVUM will submit a monthly flying hour report to the MAJCOM for the previous month's flying hours.

2.28.4.1. The monthly flying hour report will only include those hours that were reported and reconciled in the MIS as 2400 on the 4th calendar day of the following month. Any hours or changes reported after that will be included as late time in the following months report.

2.29. Aircraft Utilization Reporting Concept. Report unit or depot flying hours and sorties by Program Element Code (PEC) and mission symbol for each possessed aircraft. This data helps determine future inspection and modification requirements including the Aircraft Structural Integrity Program (ASIP) and Reliability and Maintainability Programs. CAMS/G081 data must be input no later than midnight the fourth calendar day of the following month. Any flying time reported after the fourth calendar day will be reported in the next month's data in MIS. The reporting requirements in this section are exempt from licensing in accordance with paragraph 2.11.3 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*.

2.29.1. Each MAJCOM's utilization data automatically updates REMIS. If the possessing unit is not in the command allocated the hours to be flown, the MAJCOM AVDO or the MAJCOM AVUM credits the hours to the assigned command by using the "L" (loan) indicator in REMIS.

2.29.2. The reporting period is based on Greenwich Mean Time (GMT). The first day of the new GMT month, the flying hours are reported for the new month.

2.29.2.1. If the base or MAJCOM is reporting flying hours on aircraft at locations other than where they are possessed, the base or MAJCOM directs how hours will be forwarded to the MIS reporting location. The base or MAJCOM may use interim reporting means such as phone, fax, message, or e-mail. Avoid duplicate reporting when the aircraft returns to its possessed location and process the original AFTO Form 781, *AFORM Aircrew/Mission Flight Data Document* for records update.

2.29.2.2. When an AFMC contractor or depot field team possesses an aircraft and an AFMC aircrew will fly the FCF, the reporting base submits utilization data using:

2.29.2.2.1. A "DR" possession purpose identifier.

2.29.2.2.2. PEC 0702007F.

2.29.2.2.3. Program Element Identification (PEID) "I" (INDIA).

2.29.2.2.4. Command code “MTC” for the field team.

2.29.2.2.5. Field Team organization.

2.29.3. In aircraft movements such as rotations and deployments, the MAJCOM AVDO and AVUM should consider ease of reporting and flying hour accountability in deciding whether to transfer possession to the operating location.

2.29.3.1. If the movement involves more than one MAJCOM, MAJCOM AVDOs must agree on the inventory reporting changes to make sure utilization is reported to the desired MAJCOM. MAJCOM AVDOs issue inventory reporting instructions before aircraft movement unless the movement is urgent.

2.30. What to Report. Utilization reporting is required for all aircraft except those in possession purpose codes XU, XY, and NY.

2.31. Multiple Utilization Reporting . This capability is only currently available in the REMIS and G081 MIS.

2.31.1. Multiple utilization reporting allows sorties to be divided in segments or legs. A leg is a portion of a sortie that may have a different mission number or PEC/Utilization Purpose Code (UPC)/ Type Utilization Code combination.

2.31.2. Time overlaps or gaps between sortie legs are not allowed and all flying time will be entered in Zulu time.

2.31.3. The International Civil Aviation Organization (ICAO) code may be used to designate from/to locations on each sortie leg. ICAO codes will be edited against the ICAO Code table.

Section 2F—Accountability, Termination, and Delivery Procedures

2.32. Aircraft Accountability.

2.32.1. HQ AFMC/LGRC-AVDO maintains accountability on AFMC Form 1026, *Aircraft Accountability Record*, for all Air Force aircraft. The AF AVDO assigns voucher numbers for terminated vehicles and records them on AF Form 3131, *General Purpose* (used as a manual register of all assigned voucher numbers).

2.32.2. Accountability begins when DD Form 250, *Material Inspection and Receiving Report*, is signed.

2.32.3. Account for aircraft as long as they are assigned to an Air Force, Air National Guard, or US Air Force Reserve activity. Accountability ends on receipt of a termination message and/or DD Form 1149 *Requisition and Invoice/Shipping Document,* AFTO Form 290 *Aerospace Vehicle Delivery Receipt*, or DD Form 250 with termination transactions input to the appropriate MIS.

2.33. Final Termination Accountability.

2.33.1. The possessing unit AVDO initiates termination of accountability with a termination message and inputs the termination into the appropriate MIS if:

2.33.1.1. Loss or disposition is due to crash damage or major maintenance beyond economical repair.

2.33.1.2. For aircraft to be reclaimed, terminate upon receipt of save list.

2.33.1.3. The Air Force reclaims excess serviceable or economically reparable aircraft and processes them as surplus or foreign excess. Dispose of these aircraft when save lists are issued according to AFMAN 23-110 *USAF Supply Manual*.

2.33.2. For crash-damaged aircraft, the possessing unit AVDO initiates and sends a termination message without waiting for mishap investigation board findings after the Maintenance Group Commander, or equivalent, determines the aircraft is completely beyond repair. If the decision is beyond the Group Commander's capability and the System Program Director's determination is necessary, the unit AVDO terminates possession upon receipt of determination via message. The possessing unit AVDO, citing the Group Commander's decision or the SPD's message, reports using HAF-ILM(AR)9481, Aerospace Equipment Termination Report, along with MIS input.

NOTE: Prior to terminating an aerospace vehicle from the MIS, archive all records.

2.33.2.1. Report abandoned aircraft wreckage to the nearest Defense Property Disposal Office for sale or formal abandonment.

2.33.3. The unit AVDO sends a copy of the termination message to the unit engine manager with responsibility for the engines. This message gives the engine manager the authority to dispose of the engines according to AFI 21-104, *Selective Management of Selected Gas Turbine Engines*.

2.33.3.1. After the engine manager has disposed of or terminated the engines, the unit AVDO terminates the aircraft using the applicable termination code as described in the Air Force Data Dictionary.

2.33.4. Sometimes, HQ USAF authorizes the termination of aircraft that cannot be terminated using standard procedures. In such cases, the possessing unit processes the termination citing the HQ USAF notification as authority.

2.33.5. Disposition of aircraft historical records. After release of aircraft historical records by the accident investigating board and/or termination from the Air Force Inventory, retain the records for three months, then destroy IAW AFMAN 37-139, *Records Disposition Schedule*, Table 21-6, Rule 3.

2.34. Delivering Aircraft to Agencies Outside the Air Force.

2.34.1. Start these assignments according to AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*. Fill out DD Form 1149, *Requisition and Invoice/Shipping Document,* as shown in **Attachment 10** or AFTO Form 290 *Aerospace Vehicle Delivery Receipt*.

2.34.2. Have the recipient sign the completed DD Form 1149 as soon as the aircraft is picked up/delivered. Distribute the number of copies as shown in **Table 2.2.** within 10 calendar days.

Table 2.2. DD Form 1149 Distribution Chart.

For Aircraft going to:	HQ AFMC/LGRC Wright-Patterson AFB OH	Copies to accompany aircraft forms binder	Total
Foreign Countries	Signed Original	4	5
Non-USAF Activities	Signed Original	4	3

2.35. Using AFTO Form 290, *Aerospace Vehicle Delivery Receipt.*

2.35.1. Use AFTO Form 290 as a record of selected equipment to be transferred with the aircraft. The form:

2.35.1.1. Is not required if aircraft are moved by airlift or surface transportation.

2.35.1.2. Is used in lieu of the DD Form 1149, *Requisition and Invoice/Shipping Document,* for aircraft going to agencies outside the Air Force inventory.

2.35.1.3. Gives the delivery pilot, transporter, or recipient organizations a complete list of items they must check.

2.35.2. Use AFTO Form 290 as:

2.35.2.1. An aircraft receipt for delivery pilots or transporters.

2.35.2.2. A receipt for selected aircraft equipment and as a paperwork checklist.

2.35.3. The releasing organization (such as the AVDO or AFPRO at factories, depots, modification centers, and bases), or the delivery control officer at the base where the delivery started, fills out the form, including:

2.35.3.1. The aircraft or missile model and serial number.

2.35.3.2. Account or contract number.

2.35.3.3. Project and priority.

2.35.3.4. Flight Transportation Order Number when known.

2.35.3.5. Receiving organization (organization to which the aircraft will be delivered).

2.35.3.6. Released by (the releasing organization's unit, base, and command).

2.35.3.7. Delivery Point (point and date of release).

2.35.3.8. Numbers Placed on Aircraft or Missile by Releasing Organization, column B (the numbers of listed items placed on each aircraft).

NOTE: List all Confidential or Secret equipment installed on the aircraft in the space provided. Enter "none" in the "classified materiel installed on aircraft" block of AFTO Form 290 if the aircraft has no classified materiel installed.

2.35.3.9. The authorized representative at the delivering organization accepts the aircraft from delivery and accepts responsibility for paperwork and equipment listed in column B of the checklist by signing the delivery receipt in the space provided. The representative checks each item received in column C. When the check is complete, the representative initials the bottom of the column.

2.35.3.10. The delivery organization must not accept the aircraft until the items listed in column B match those on the aircraft.

2.35.3.11. If the authorized representative of the delivering organization is the pilot or transporter, fill out the AFTO Form 290 just before the aircraft actually departs.

2.35.3.12. Delivery control or transportation officers at factories or modification centers must check the items listed and sign AFTO Form 290.

2.35.4. At factories or modification centers, the delivery control or transportation officer may not have guards to keep close watch over received aircraft. Instead, a contractor, or other agency provides these services.

2.35.4.1. In these cases, the delivery control transportation office is not responsible for items listed on AFTO Form 290.

2.35.4.2. The delivery pilot or transporter of the delivery control or transportation officer must personally check all items and promptly sign a receipt for them on AFTO Form 290 in the "Transportation/Ferrying Organization Receipt" section before the aircraft departs.

2.35.5. AFTO Form 290 provides space in columns D through I for up to three intermediate stops. Use this space when the pilot or transporter is not staying with the aircraft and does not want to be responsible for the items on the checklist.

2.35.5.1. If the aircraft makes more than three intermediate stops, the pilot or transporter uses an additional set of forms and attaches them to the first form.

2.35.5.2. At these intermediate activities, the commander authorized representative take responsibility for the items after check-in.

2.35.5.3. The authorized activity representative and the pilot or transporter check the items immediately after the aircraft arrives.

2.35.5.4. If all items in column B match those on the aircraft, the activity representative checks the first open intermediate activity check-in column and initials the bottom of the column.

2.35.5.5. If an item is missing, the representative enters the correct figure in the check-in column. The pilot or transporter initials the corrected figure and explains the discrepancy in the remarks section of the form. After all items are checked, the activity commander is responsible for the equipment and papers.

2.35.5.6. The pilot or transporter checks the items in the checklist before the aircraft leaves. The pilot or transporter checks the proper intermediate activity check-out column and initials the bottom of the check-out column. The activity representative also initials the column. The activity representative must explain any discrepancy in the remarks section of the form, giving his or her grade and signature.

2.35.6. When the aircraft arrives, if the items in column B match those on the aircraft, the authorized representative of the recipient organization checks column J and initials the bottom of the column.

2.35.6.1. If an item is missing, the representative enters the corrected figure in column J and the pilot or transporter initials the corrected figure and explains in the remarks section of the form.

2.35.6.2. The authorized representative of the recipient organization then signs the receipt in the space provided on the form.

2.35.7. The releasing organization makes copies and sends them as follows:

2.35.7.1. Copy 1 -- home station.

2.35.7.2. Copy 2 -- pilot or transporter.

2.35.7.3. Copy 3 -- recipient.

2.35.7.4. Copy 4 -- releasing organization.

2.35.7.5. Copy 5 -- Defense Plant Representative Office (DPRO) where the contractor facility is located, marked for the property administrator (if aircraft are delivered to the contractor facility).

2.35.8. The commands should work together to reduce the number of copies needed.

Section 2G—Reporting Assigned and Possessed Drones and Unmanned Aerospace Vehicles (UAVs)

2.36. Possession Reporting. The reporting requirements in this section are exempt from licensing in accordance with paragraph **2.11.5.** of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*. Drone and UAV reporting begins when a drone or UAV is accepted according to this section and after HQ USAF/XPPE starts assignment action by sending AF Form 913, *Aerospace Vehicle Project Action*, and an Air Force Project Number to the Air Force AVDO at HQ AFMC/LGRC-AVDO. (See AFI 16-402, *Aerospace*

Vehicle Programming, Assignment, Distribution, Accounting and Termination.) The Air Force AVDO sends the information to the MAJCOM AVDO. Either HQ USAF or the MAJCOM gives assignment changes to the Air Force AVDO (according to program documents) as they happen. HQ AFMC sends MAJCOM assignment changes to HQ USAF. Note: Status and utilization will be waived for drones.

2.36.1. The unit gains possession of a drone or UAV when:

2.36.1.1. They move in a "PJ" purpose identifier. The possession changes at the time the Traffic Management Office (TMO) of the gaining organization accepts the drone or UAV.

2.36.1.2. An authorized government representative accepts the drone or UAV from a contractor on behalf of the Air Force. HQ AFMC becomes the first possessing activity for a new production drone or UAV at the time it is accepted. The gain is processed by AFMC/LGRC-AVDO.

2.36.2. An organization loses possession of a drone or UAV when AFMC/LGRC-AVDO computer generates the loss of a new production drone or UAV for HQ AFMC. After the organization processes the loss transaction, the REMIS inventory database is updated automatically.

2.36.3. Termination of possession starts at the time of transfer to the non-Air Force activity on the date that the drone or UAV meets termination requirements.

2.36.3.1. A drone or UAV is terminated and no longer needs to be reported if the drone or UAV is lost from the Air Force inventory or has been assigned (permanent transfer) to non-Air Force activities such as:

2.36.3.1.1. Foreign countries.

2.36.3.1.2. Other DoD and government agencies.

2.37. Notification Procedures.

2.37.1. Notification procedures are the same for drones and UAVs as previously outlined for aircraft in paragraphs **2.15.** through **2.21.**

Chapter 3

INVENTORY AND STATUS REPORTING OF MISSILES

Section 3A—Reporting Intercontinental Ballistic Missiles (ICBMs)

3.1. Types of Reporting.

3.1.1. Inventory and Status Reporting. ICBM reporting includes inventory and status reporting on Minuteman and Peacekeeper ICBMs. Reporting covers ICBMs assigned to operational units by HQ USAF and MAJCOM for specific missions. The AVDO records this information and sends it to the MAJCOM. Either HQ USAF or the MAJCOMs provide changes to assignment data to the Air Force AVDO (according to program documents) as they occur. HQ AFMC/LGRC-AVDO sends HQ USAF assignment changes to the MAJCOM. Reporting begins when:

3.1.1.1. The missile is accepted according to this section.

3.1.1.2. HQ USAF/XPPE initiates the first assignment action by sending mission design series (MDS), command of assignment, missile and purpose identifier, program element code (PEC), and assignment project to the Air Force AVDO. (See AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*.)

3.1.2. Possession Reporting. Possession is the actual acceptance or designation of responsibility for a missile. When the unit takes possession of an ICBM, the unit starts reporting according to this instruction and applicable systems instructions.

3.1.2.1. Units input all ICBM missile gains and losses into MIS. Perform a semi-annual reconciliation of MIS with REMIS.

3.1.2.2. Units will update the MIS database even if they also use the Improved Maintenance Management Program (IMMP).

3.1.2.3. The unit processing the ICBM will report the gain as required.

EXCEPTION: For ICBMs transferred to Vandenberg AFB for follow-on operational test and evaluation (FOT&E) launch ("Glory Trip"), the assigned unit retains possession. The station location code is Vandenberg's (XUMU). Process a change in Geographic Location (GEO LOC) when the task force arrives and takes control of the missile.

3.1.2.4. Units will report ICBM All Up Rounds (AUR). An ICBM is classified as an All Up Round when in the launch facility and possessed in Possession Purpose Code “CC”.

3.2. Possession Gain and Loss Criteria.

3.2.1. An organization gains possession of a missile when the gaining organization accepts the missile.

3.2.2. An organization loses possession of the missile when the gaining organization accepts possession of the missile.

3.2.3. For missiles moved in PJ code, possession changes when the Traffic Management Office (TMO) of the gaining organization accepts the vehicle.

3.3. Notification Procedures. Use the same reporting procedures for ICBM possession changes as those spelled out for aircraft outlined in paragraphs **2.15.** - **2.21.** You may include more than one transaction in the same notification message.

EXCEPTIONS:

3.3.1. Gaining possession messages must be sent and released the same duty day that possession changes.

3.3.2. No airframe hours are required.

3.4. ICBM Accountability.

3.4.1. HQ AFMC/LGRC-AVDO maintains accountability for ICBMs on the AFMC form 1026. The AVDO assigns voucher numbers for terminated ICBMs and records them on AF Form 3131, *Aerospace Vehicle Voucher Register*.

3.4.2. For all missiles assigned to an Air Force activity, accountability begins when the DD Form 250, *Material Inspection and Receiving Report*, is signed.

3.4.3. Accountability ends on receipt of a termination message and DD Form 1149 *Requisition and Invoice/Shipping Document,* when applicable.

3.5. ICBM Condition Status Reporting.

3.5.1. Report ICBM condition status through, RCS: HAF-ILM(M)7142, ICBM Condition Status Report. Transmit this report on the tenth working day of each month. This report is designated emergency status code (ESC) C-1. Continue reporting during emergency conditions, priority precedence. Submit data requirements assigned this category as prescribed or by any means to ensure arrival on published due dates. Use the Improved Maintenance Management Program (IMMP) to record the cause and duration of every ICBM status condition. The missile launch facility designator is the governing identifier for this system.

3.5.2. Report the condition status on the entire ICBM site, including:

3.5.2.1. The missile.

3.5.2.2. Real property installed equipment (RPIE).

3.5.2.3. Support equipment (SE).

3.5.2.4. Any other equipment needed for launch.

3.5.3. Condition statues are:

3.5.3.1. FMC - Full Mission Capable. The ICBM is capable of doing its mission (effective launch).

3.5.3.2. NMCM - Not Mission Capable Maintenance. The ICBM is not capable of launching effectively because it is awaiting or undergoing scheduled or unscheduled maintenance.

3.5.3.3. NMCS - Not Mission Capable Supply. A valid NMCS condition exists according to AFMAN 23-110 *USAF Supply Manual* and maintenance work stops.

3.5.3.4. PMC - Partial Mission Capable. The missile site is capable of doing some, but not all, of its mission: It cannot achieve or maintain the full range of designed launch capability over the

designed period of time, and within the designed hardness, survivability, and operational parameters.

3.6. NMCM and NMCS Time.

3.6.1. NMCM time starts when you realize that an NMC condition exists. The time stops when either maintenance finishes the repair and the missile achieves strategic alert, or when you find a verified NMCS condition. NMCM time resumes when the required supply items arrive.

3.6.2. NMCS time starts when all of these conditions exist:

3.6.2.1. When a parts requirement affects Single Integrated Operational Plan (SIOP) capability or launch capability.

3.6.2.2. Maintenance makes a valid demand on supply.

3.6.2.3. Maintenance verifies the impact of the needed part.

3.6.2.4. Maintenance and supply together verify that the needed part (serviceable or reparable and not awaiting parts) is not available on base.

3.6.2.5. Maintenance stops work on a system, subsystem, or component because the base lacks a needed part.

3.6.3. The NMCS time stops when maintenance receives the supply item or items.

3.6.3.1. If maintenance can not take delivery of the item when it becomes available, the NMCS time stops at the time supply received the part.

Section 3B—Air Launched Cruise Missiles

3.7. Air Launched Cruise Missiles Reporting Report all Air Launched Cruise Missile, Advanced Cruise Missile, and Conventional Air Launched Cruise Missile inventory gains, losses and terminations (using the same procedures for aircraft outlined in paragraphs **2.13.** thru 2.21 of this instruction. Perform a semi-annual reconciliation of all assigned/possessed cruise missile inventories with CAMS and REMIS.

Chapter 4

FLIGHT SIMULATOR AND TRAINER DEVICE INVENTORY REPORTING

4.1. Trainers Covered Under This Instruction. Air Force, Air Reserve, and Air National Guard units must report on the inventory of trainers listed in Air Force Data Dictionary, with ADE AE-625, *Aerospace Trainer Reporting Designator***.** The reporting requirements in this section are exempt from licensing in accordance with paragraph 2.11.3 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*.

4.1.1. Report trainer inventory through the MIS.

4.2. Responsibilities.

4.2.1. Base Activities. Units that have trainers must prepare trainer information according to appropriate MIS users manuals and this AFI. Possessing units include maintenance, operations, Air Education Training Command (AETC) field training detachments (FTDs). The possessing unit:

4.2.1.1. Reports inventory of trainers in accordance with MIS users manuals.

4.2.1.2. Reviews the data and corrects the errors.

4.2.2. MAJCOMs, NGB, AFRC:

4.2.2.1. Monitor the inventory. The MAJCOM has the option of using messages or e-mail.

4.2.2.2. Decide whether maintenance, operations, or FTD should input the data into the maintenance information system.

4.2.2.3. Appoint a command OPR for the reporting system who ensures the data reported is correct and up-to-date and corrects any reporting discrepancies or problems.

4.2.2.4. At their option, use the trainer allocation subsystem to manage the command training programs.

4.2.2.5. Make sure all command staff agencies responsible for training use their trainers according to command directives.

4.2.2.6. Ensure command staff agencies reallocate improperly used trainers to other units in the command with a valid need.

4.2.2.7. When the command no longer needs trainers under HQ USAF/XOOT control, request disposition instructions according to AFPAM 36-2211 *Guide for Management of Air Force Training Systems,* paragraph 17, and this instruction.

4.2.3. HQ AFMC**:** HQ AFMC makes sure contracting documents state the contractor must assign serial numbers to all trainers per AFMAN 23-110 *USAF Supply Manual* and T.O. 43-1-1, *Maintenance, Inspection, Storage, Shipment and Serialization - -Training Devices and Trainer Maintenance Parts Maintained by Depot*.

4.3. Trainer Equipment Designators (EQD). See the Air Force Data Dictionary, for a list of trainer EQDs.

4.3.1. Prefix the EQD with a group identification code that identifies the type of trainer by group.

4.3.1.1. For example, report:

4.3.1.1.1. The F-15A mission simulator, type A/F 37AT49, , as 1BN000.

4.3.1.1.2. The LGM-25C missile guidance subsystem trainer, type AN/GSM-T7 as 2NV000.

4.3.1.1.3. The C-141 maintenance trainer as 40C141T.

4.3.1.2. Report trainers without a related system as "multi"; for example, report instrument trainer, type A/F37AT40, as 1MULTI. Use the appropriate group of the trainer in the first digit, as shown below:

4.3.1.2.1. Group 1: Aircrew trainers (instrument, flight, and mission simulators), not including cockpit procedure trainers and egress procedures trainers built by MAJCOMS other than AFMC.

4.3.1.2.2. Group 2: Missile trainers (ballistic and non-ballistic).

4.3.1.2.3. Group 3: Navigation and electronics trainers.

4.3.1.2.4. Group 4: Technical trainers such as Mobile Training Sets (MTS) and Resident Training Equipment (RTE).

4.4. Trainer Serial Number.

4.4.1. The first four digits of the serial number for all groups of trainers are the serial number prefix for the reporting EQDs.

4.4.2. AFMC assigns the last six digits of the serial number as directed in AFMAN 23-110 *USAF Supply Manual* and T.O. 43-1-1, *Maintenance, Inspection, Storage, Shipment and Serialization - - Training Devices and Trainer Maintenance Parts Maintained by Depot*.

4.4.3. A cross-reference list for group-4 trainer serial numbers assigned AF ID numbers is in T.O. 43-1-1**,** *Maintenance, Inspection, Storage, Shipment and Serialization - -Training Devices and Trainer Maintenance Parts Maintained by Depot***,** table 10-1.

4.5. Reporting Criteria. Report on base-level trainers identified in Air Force Data Dictionary, ADE AE-625 Aerospace Trainer Reporting Designator. Use the procedures outlined in the appropriate MIS users manuals.

4.5.1. Units report the inventory of all groups of trainers even if they are under CLS, TCT, or ATS.

4.5.2. The basic possession purpose code for all trainers is TJ. Change the possession purpose code of a trainer in pipeline, storage, or modification, according to Air Force Data Dictionary, ADE AE-630 Aerospace Vehicle and Trainer Purpose Identifier. Use these codes to show the status of the trainer. For example, use BT code if a trainer is:

4.5.2.1. Being made ready for transfer.

4.5.2.2. In transit.

4.5.2.3. Being assembled for operation.

4.5.3. The Air Force unit monitoring trainer modification or trainers provided as either Government-Furnished Property (GFP) or on loan must report the inventory of trainers physically located at the contractor's facilities.

4.5.3.1. The government plant representative must send a routine message to the responsible reporting unit when the contractor facility has received or shipped the trainers. Include EQD, nomenclature, serial number, and date the action took place in the message or e-mail.

4.5.4. The assigned unit reports trainers that are:

4.5.4.1. GFP.

4.5.4.2. On loan.

4.5.4.3. Located at a contractor's facility.

4.5.4.4. Located at an Air Force site to support contract training programs.

NOTE: Report only inventory while at a contractor's facility.

4.6. Possession Gain. Gain trainers, or newly reported trainers, to the Air Force inventory using the "GI" code and input the gain into the appropriate MIS. Gain Message (RCS: HAF-ILM(AR)9480, Aerospace Equipment Possession Change Report). Report with a Gain Message/e-mail as described in par. **2.16.**

4.7. Possession Loss.

4.7.1. Lose trainers that are transferring to another unit on the applicable date and input the loss into the appropriate MIS.

4.7.2. Loss Message (RCS: HAF-ILM(AR)9480, Aerospace Equipment Possession Change Report). Report with a Loss Message/e-mail as described in par. **2.17.**

4.8. Possession Termination.

4.8.1. Terminate trainers when required and input the termination into the appropriate MIS. Use Air Force Data Dictionary, ADE AE-710 Aerospace Vehicle and Trainer Termination, to choose the correct termination code.

4.8.2. Termination Message (RSC: HAF-ILM(AR)9481, Aerospace Equipment Termination Report). Report with a Termination Message/e-mail as described in par. **2.18.**

4.9. Audit Requirements.

4.9.1. At base level, the reporting unit must review on-line audit-error reports and listings and correct errors on-line within the specified time period.

4.9.2. At command level, the command OPR must validate trainer data and work with reporting units to make sure they correct errors reported in the data system.

Chapter 5

AEROSPACE VEHICLE MOVEMENT REPORTS

5.1. What To Report. Report the movement of aircraft between units and depots or manufacturers.

5.2. How to Report. Use the Aerospace Vehicle Movement Report, RCS: HAF-ILM(AR)8003, to report aircraft movements. **Attachment 5** gives a sample report, filled out according to the instructions in this chapter. The addressees and information vary depending on the reason for the report. This report is designated emergency status code (ESC) C-1. Continue reporting during emergency conditions, priority precedence. Submit data requirements assigned this category as prescribed or by any means to ensure arrival on published due dates. Use **Table 5.1.** to assist in the preparation of the report. If information is not required under a column heading, place an X in that column. Column headings and entries are:

5.2.1. Column 1--AVP. Enter vehicle project.

5.2.2. Column 2--MDS. Enter Mission Design Series (MDS).

5.2.3. Column 3--VSN. Vehicle serial number.

5.2.4. Column 4--EAV. Estimated availability date.

5.2.5. Column 5--LOC. Present Location (Base name).

5.2.6. Column 6--PUP. Pickup point (Base name).

5.2.7. Column 7--DES. Destination/command.

5.2.8. Column 8--DEP. List serial numbers of vehicles that have departed since the last report.

5.2.9. Column 9--WDA. List serials numbers of vehicles not available within 2 days of the earlier estimated availability date, including those released to a contractor at production facilities to fill a bailment or test requirement. Give a new estimated availability date and the reason for the delay.

5.2.10. Column 10--ARR. List serial numbers of vehicles that arrived after the last report.

5.2.11. Column 11--BAC. Backlog. List serial numbers of vehicles available in column 4 but not departed in column 8 or not reported withdrawn in column 9.

5.2.12. Column 12--TOD. List total number of vehicles departed to date on the project.

5.2.13. POC-- Name, grade, and DSN.

5.3. When and Where to Report.

5.3.1. Send a routine message 14 workdays before departure for vehicles you will ship or flight-deliver to or from overseas bases.

5.3.2. Send a routine message 7 workdays before departure date for vehicles you will ship or fly between CONUS locations.

5.3.3. Send a priority message 3 workdays before departure for vehicles ready for delivery as last reported.

5.3.4. Send an information copy report to the gaining organization.

5.3.4.1. The MAJCOM has the option of using messages or E-Mail.

Table 5.1. Requirements for RCS: HAF-ILM(AR)8003.

LINE	A	B											
		Required Entries											
	Type of movement/ reporting activity	AVP	MDS	VSN	EAV	LOC	PUP	DES	DEP	WDA	ARR	BAC	TOD
1	AFMC for new production & HQ USAF allocation projects	X	X	X	X				X	X	X		
2	AFMC Thursday Report	X	X	X	X				X	X	X	X	X
3	Movement between overseas & PDM	X	X	X	X	X		X					
4	Movement between PDM & bases	X	X	X	X	X	X	X					
5	Aircraft left at en route bases for maintenance		X	X	X	X		X					

5.4. Reporting for New Production Vehicles and HQ USAF Allocation Projects. ALCs, contractor representatives, and officers-in-charge at vehicle plants and missile site installation checkout offices must send vehicle movement reports.

5.4.1. Number the reports in order, beginning with "01" for each calendar year. Place this number in the title after the RCS. Report each Thursday.

5.5. Reporting Aircraft Movement Between Overseas Bases and Programmed Depot Maintenance (PDM) Facilities.

5.5.1. The Air Combat Command Air Operations Squadron ACC/AOS, Langley AFB, delivers some aircraft between overseas units and depots or contract facilities in CONUS for PDM, according to AFI 10-1101, Operations Security (OPSEC) Instructions.

5.5.2. Overseas MAJCOMs must report the estimated date vehicles will be available for delivery to AFMC depots or contract facilities in CONUS to meet the next month's input schedule. Send the report by the 25th of the month to the ALC specified in D086, *Mission Workload Assignment System*.

5.5.2.1. The ALC must verify the CONUS destination and notify the ACC/AOS.

5.5.3. The overseas base must notify the ACC/AOS and the ALC by message as spelled out in paragraph **5.3.**

5.6. Reporting Aircraft Movement Between PDM Facilities and Bases. After completing PDM or other maintenance, vehicle repair depots and Air Force contract administrators at contract facilities must report the estimated availability date of vehicles.

5.6.1. Submit the reports by message to the unit and MAJCOM AVDO where the vehicle is assigned.

5.6.1.1. For contractors, show the ALC as an information addressee.

5.6.1.2. If the vehicle is assigned to an overseas MAJCOM, send a copy of the report to the ACC/AOS.

5.7. Notice of Delivery Crews' Arrival. The delivery crews must notify the releasing activity by telephone of their estimated time and date of arrival. Include the name, grade, and security clearance of each crew member. Send this notice before the delivery crew leaves for pickup.

5.8. Movement Delays.

5.8.1. Releasing activities must send a follow-up message to the unit responsible for delivery (see AFI 10-1101, *Operations Security*) and send an information copy to their MAJCOM if:

5.8.1.1. Delivery crews have not arrived after 3 workdays from the reported aircraft availability date.

5.8.1.2. The aircraft reported earlier as available will not be available. Report the change immediately by telephone or priority message to the unit responsible for delivery. Follow-up phone calls with a message. Send a new availability date as soon as it is known.

Chapter 6

COMMUNICATIONS-ELECTRONICS (C-E) MAINTENANCE STATUS AND INVENTORY REPORTING

6.1. Purpose.

6.1.1. The reporting requirements in this section are exempt from licensing in accordance with paragraph 2.11.3 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*. Base activities enter transactions via MIS and transmit them to REMIS on a near real-time basis.

6.1.2. REMIS provides managers with worldwide information and the capability to extract data on in-use Air Force systems. This maintenance information system (MIS):

6.1.2.1. Helps managers identify trends and clear up problems.

6.1.2.2. Helps in developing replacement systems, spare parts, and equipment modifications.

6.1.2.3. Ensures that managers know the status on critical C-E equipment.

6.2. What is Reportable. Report all C-E equipment (Type Equipment 'C' or 'R') that is assigned a standard reporting designator (SRD), as listed in the CAMS/REMIS SRD Table (TRIC QBC, Program NFSU10, Screen 127 or TRIC QCC, Program NFS840, Screen126). This requirement exists even when bases are undergoing closure, systems will be reported until deactivated or the base is closed.

NOTE: All equipment (assigned an SRD) needs to be listed on an equipment inventory list (EIL), except for equipment that is work unit coded as part of another reportable item.

6.2.1. Report inventory for all equipment assigned an SRD. Exemption from maintenance data collection (MDC) requirements does not exempt the inventory requirement (CAMS reporting level P or Y).

6.2.2. Report status for all equipment (including in-garrison deployable equipment) that is authorized Mission Capability (MICAP) as indicated by as indicated by the REMIS SRD table (CAMS reporting level Y).

6.2.2.1. Equipment used for Air Logistics Centers or Central Repair Activities mockups or AETC technical maintenance training is inventory reportable only (CAMS report level T) and is reported as inactive.

6.2.2.2. MAJCOM or FOA supplements may require reporting on additional equipment.

6.2.2.3. Change the equipment from active to inactive status as required. Combat Communications, tactical, and stored equipment will be reported as inactive until deployed, powered up, conducting PMIs, or maintenance, etc. (Operating time is calculated from active times as reported on possessed inventory.)

6.2.2.3.1. Active Equipment: Equipment installed and commissioned to perform an operational mission or requirement. (Does not include cold spares or off-line equipment.)

6.2.2.3.2. Inactive Equipment: Equipment not commissioned or installed to perform an operational mission or requirement. Includes equipment in storage, tactical and combat communi-

cations equipment not deployed, mockups, training equipment, and equipment not being utilized to perform a mission.

6.2.3. MAJCOMs, FOAs, or higher headquarters determine what mission reporting is required (CAMS reporting level Y). MAJCOM or FOA supplements define specific reporting and non-reporting requirements.

6.2.4. You may report local status only on non-reportable equipment or missions, provided the reporting level is set to local only (CAMS reporting level R). Status reported on Equipment or missions with CAMS report level R will remain at the local (base level CAMS) database.

6.2.5. Report red and amber status of lowest level SRDs and equipment IDs. Do not downgrade status of work unit coded associated equipment if maintenance is not required for higher or lower assemblies. Refer to MAJCOM supplement of mission reporting requirements for associated equipment status reporting.

6.2.6. Contractor Reporting. For contractor-controlled or maintained C-E system(s), report the inventory, status, utilization, and configuration C-E systems being maintained or sustained by contract support. The contracting officer or designated official shall be responsible for ensuring the contract contains the necessary requirements for the contractor to provide the required inventory reporting information to affected users.

6.3. Status Definitions.

6.3.1. Green - Fully Mission Capable (FMC): Equipment/system functioning as required in T.O. specifications and is capable of doing all assigned missions.

6.3.2. Amber - Partial Mission Capable (PMC): System or equipment functioning in such a way that it can perform at least one, but not all, the required T.O. specifications and capable of supporting its missions/functions. (Impaired but usable.) Also, systems with redundant capabilities will be coded PMC when redundancy is lost, even though the system is fully capable of supporting all mission functions. Equipment must be at least amber when you order parts partially mission capable supply.

6.3.3. Red - Not Mission Capable (NMC): The system or equipment doesn't meet the T.O. specifications; therefore, cannot accomplish its assigned mission or function. Unusable (neither in use nor available for use). The equipment must be red or amber when you order parts not mission capable supply.

6.3.4. Mission status, if used, is defined in a MAJCOM or FOA supplement.

6.4. Security Exemption.

6.4.1. Do not enter classified status, equipment, or locations into unclassified data systems. Report as directed by the maintaining command.

6.4.2. Report AIA Command Mission Equipment (SRD category Q) as directed by AIA. SRD category Q will only be used by AIA units. No other MAJCOMS are authorized to use unless permitted by AIA

6.4.3. Report only inventory for COMSEC equipment (SRD category U and CAMS report level P).

6.5. Responsibilities:

6.5.1. Communications Unit will:

6.5.1.1. Set up a CAMS Point of Contact (POC) within the C-E organization to communicate between the unit, CAMS HDBM and MAJCOMs or FOAs Data Base Administrators on CAMS/ REMIS support issues.

6.5.1.2. Ensure data base management functions are performed IAW AFI 21-116, *Maintenance Management of Communications-Electronics*.

6.5.1.3. Accounts for or removes from supply records all reportable equipment end items before reporting them as gains or losses in CAMS.

6.5.1.4. Reports status and inventory changes as quickly as possible after each event and processes them in accordance with AFCSM 21-560, Volume 2, C-E Equipment Status and Inventory Reporting

6.5.1.5. Processes the monthly summary report (TRIC SSR, format 1, Program NFS090) monthly to avoid losing the local summary data.

6.5.1.6. Have the HDBM process the NFS5B0 reconciliation program, AFCSM 21-560, Vol. 2 quarterly (in demand type: @START PECLAG054-EL.RUN5B0), once the run stream is built via IPF.

6.5.1.7. Corresponds with MAJCOM DBA on NFS5B0 errors that indicate duplicate serial number problems unless otherwise stated in a MAJCOM supplement (see **Table 6.1.**).

6.5.1.8. Sets up contingency procedures to track equipment status while CAMS isn't working (downtime, communications outages, or system errors).

6.5.1.9. When CAMS processing capability is restored, will update the system on all status changes that occurred during the outage.

NOTE: The unit and MAJCOM or FOA set up rules for reporting when CAMS is down.

6.5.1.10. Perform checks and balances to ensure ESR is current and accurate.

6.5.1.10.1. Reconcile all Red/Amber jobs using the Open Incident List (OIL). (Note: Should be processed with “closed incidents option” selected.)

6.5.1.10.2. Ensure job and status updates are entered into the CAMS ESR subsystem as soon as identified.

6.5.1.10.3. Be familiar with using TRIC "STI" (CAMS 230 NFSB80, Status Inquiry) so the job status of new or existing jobs may be reviewed during the duty day for accuracy.

6.5.2. The CAMS HDBM:

6.5.2.1. Provides assistance and training as needed.

6.5.2.2. Runs NFS5B0 program prior to running DLH, quarterly, and when requested by local C-E units or MAJCOM DBA.

6.5.3. MAJCOM/FOA DBAs/ C-E CAMS/REMIS Functionals:

6.5.3.1. Give direction and guidance as needed to ensure correct and consistent reporting.

6.5.3.2. Maintain the portion of the REMIS organization table for their command.

6.5.3.3. Help maintain the Air Force master inventory.

6.5.3.4. Help units to correct duplicate serial number problems (see **Table 6.1.**).

6.5.3.5. Resolve REMIS errors with help of the units and HDBM.

6.5.3.6. Monitors the 5B0 transactions as they transfer to REMIS, work with the units and HDBM to correct any REMIS reconciliation errors.

6.5.3.7. Provides training to MAJCOM equipment managers on the information available in REMIS and how to extract that data themselves.

6.5.3.8. Provides data from REMIS for special studies or assessments as requested by MAJCOM equipment managers.

Table 6.1. Codes for the First Two Positions of a Duplicate Serial Number.

AIA	UA-U0
AFMC	FA-F0
AFRES	MA-M0
AFSOC	VA-V0
AETC	JA-J0, KA-K0
AMC	QA-Q0
ACC	SA-S0, TA-T0
ANG	ZA-Z0
AFSPC	CA-C0
PACAF	RA-R0
USAFE	DA-D0

6.5.4. AFMC:

6.5.4.1. Ensures that C-E equipment designators are consistent with MIL-STD 196D.

6.5.4.2. Maintains the Air Force master inventory of serial controlled equipment

6.5.4.3. Notifies MAJCOMs and FOAs on changes and deletions to C-E equipment designator records.

6.5.4.4. Continues to provide C-E Functional (CAMS and REMIS) user expertise within the program office to resolve program problems.

6.5.5. AFCA:

6.5.5.1. Acts as the Air Force focal point for C-E reporting policy and procedures.

6.5.5.2. Helps MAJCOMs to integrate their unique reporting requirements into the Air Force MIS.

6.6. Status Reporting Procedures .

6.6.1. Follow the instructions for TRIC COX, Screen 996, Program NFSJR0 and TRIC EUC, Screen 997, Program NFSJQ0, in AFCSM 21-560, volume 2.

6.6.2. Unless specified in a MAJCOM supplement, you do not need to report:

6.6.2.1. Any outage of less than 5 minutes.

6.6.2.2. Frequency changes, crypto reset, or runway change outages that last less than 15 minutes.

6.6.2.3. Adjustments or alignments performed during scheduled maintenance.

6.6.3. Use the downtime codes listed in **Attachment 6** to describe the reason for the outage. See **Table 6.2.** for a summarized breakdown of all downtime codes.

6.6.4. Use the delay codes listed in **Attachment 7** to describe any maintenance delay that is keeping the equipment from being returned to operational status. See **Table 6.2.** for a summarized breakdown of delay codes.

6.6.5. Use ESR sequence codes to upgrade or downgrade status. Do not change the condition code on the original status unless it was wrong when loaded. Change sequence codes as needed to allow more than 26 delays or comments.

Table 6.2. Downtime and Delay Code Summary

-Total Downtime Codes: **A,B,C,D,E,F,G,H,I,J,K,L,M,N,O** **P,Q,R,S,T,U,V,W,X,Y,Z**	**NMC / PMC**
--Maintenance Downtime: **A,B,C,D,E,F,I,J,M,O,R,S,T,U,Y (no delays)**	**NMCM / PMCM**
--Scheduled Maintenance **A,B,C,D,E,I,O,T (no delays)**	**NMCMS / PMCMS**
--Unscheduled Maintenance **F,J,M,R,S,U,Y (no delays)**	**NMCMU / PMCMU**
--Other Downtime: **A,B,C,D,E,F,G,H,I,J,K,L,M,N,O,** **P,Q,R,S,T,U,V,W,X,Y,Z (with delays)**	**NMCO / PMCO**
--Scheduled Other Maintenance **A,B,C,D,E,H,I,K,O,V,Z (with delays)** **note: H,K,V,Z do not require delay codes**	**NMCOS / PMCOS**

--Unscheduled Other Maintenance **F,G,,J,L,M,N,P,Q,R,S,U,W,X,Y (with delays)** **note: L,N,P,Q,W,X do not require delay codes**	**NMCOU / PMCOU**
-Total Delay Codes: **A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z**	
--Maintenance Delay: **A, C, E, S (merged into other delay code "U")**	
--Other Delay: **B, D, F, G, H, I, K, O, T, U, V, W, X, Z**	**NMCO / PMCO**
(T & X merged into other delay code "K")	
--Supply Delay: **J, L, M, N, P, Q, R, Y (with maintenance downtime codes)**	**NMCS / PMCS**
---Backorder:	
L, M, N	
---Local:	
J, P, Y	
---Other:	
Q, R	

NOTE: Maintenance delay codes A,C,E,S will be eliminated and merged into other delay code "U". Other delay codes "T" and "X" will be merged into other delay code "K". The definitions in **Attachment 6** for delay codes "U" and "T" will be expanded to capture delays being merged.

6.6.6. Input the lowest level work unit code (WUC) to identify specific components causing equipment downtime. Enter comments against the status and delay codes as required. Do not add comments to codes not requiring them unless an adverse circumstance warrants it. Keep comments short and concise but ensure there is enough information to describe the problem or situation.

6.6.7. Work Unit Codes (WUC). WUCs are an important part of ESR reporting. They determine subsystem problems and repair actions associated with a piece of equipment or a system. A proper WUC is required to be entered into ESR when an equipment problem is discovered or repaired (except for DTC of "U"). It is the technician's responsibility to provide MC with the proper WUC when the equipment is returned to service or when parts are placed on order. The use of_000 must not be used when a more specific WUC is available.

6.7. Organization Record.

6.7.1. The CAMS system identifies an organization by number, kind, type, and detachment number. There are two organizational fields; CAMS and 21-103.

6.7.1.1. The 21-103 organization is used for up channel reporting to REMIS of status and inventory and follows the "G" Series Special Orders. Notify MAJCOM or FOA DBA before making the change.

6.7.1.2. The CAMS organization is used for local identification. In most cases the CAMS and 21-103 organizations should be the same.

6.7.2. Assign a 4 digit organizational identification (ORG ID) only to actual units, detachments, and OLs. Report equipment and missions at unmanned sites and locations under the organization that has maintenance responsibility. You need not lose and regain the inventory to change the organization record.

6.7.2.1. The first two positions of the ORG ID are the 2 digit command code which is up channel reported to REMIS as a 3 digit command code.

6.7.2.2. The last two positions of the ORG ID are "00" for the basic (parent) unit; for example, use "1C00".

6.7.2.3. For detachments or operating locations (OL), the last two positions of the ORG ID are the detachment number or operating location letter. For example, for Detachment 2, use "1C02"; for OL "A" use "1C0A."

6.7.2.4. For an OL of a detachment, use the detachment and the OL letter; for example, "1C2A".

6.8. Organization Changes.

6.8.1. Organization Record (OGT). The OGT is the CAMS record identifying the unit locally and when data is transmitted off base. The OGT record will not be updated unless specifically instructed to do so. Entering the wrong codes will prevent data from being passed to REMIS and other MISs. Higher headquarters will provide specific instructions when a change to this record is required.

6.8.2. The MAJCOMs or FOAs must make organization changes in REMIS prior to any 21-103 organization change made in CAMS to avoid up channel reporting errors in CAMS notify your MAJCOM or FOA prior to loading.

6.8.3. Make organization changes in CAMS using TRIC OGT, Program NFSD80.

6.9. Inventory Records. Follow the instructions for TRICs CEL, Program NFSE20 and MCR, Program NFSK60; in AFCSM 21-560, volume 2.

6.9.1. Gain equipment (enter it into the inventory) when your unit accepts maintenance responsibility.

6.9.2. Lose equipment (place it in "loss status") when your unit no longer has maintenance responsibility.

6.9.3. When adding reportable equipment and missions to the inventory, make sure you have the right data elements and codes (obtained from SRD Table requested with CAMS screen 126). These data elements are important for status and inventory reporting.

6.9.3.1. Equipment Designator: Use the equipment designator as indicated on the CAMS/REMIS SRD Table (screen 126). The system won't accept equipment designators that differ from the CAMS/REMIS SRD table.

6.9.3.2. Serial Number: Serial Number: Use the actual equipment serial number from the equipment data plate. If the number is longer than six characters, use the last six. If the equipment has no serial number, assign one in accordance with AFMAN 23-110 USAF Supply Manual. If you find a duplicate serial number, verify your number and contact your MAJCOM C-E CAMS DBA for assistance.

6.9.3.3. Requiring Command: Enter the MAJCOM that the equipment supports. This is the command that is the customer for the equipment. See AFCSM 21-556 volume 2 Introduction to the Core Automated Maintenance System, **Attachment 1** or use CAMS screen 127, for a list of command codes.

6.10. Weather Meteorological Equipment Records

6.10.1. See **Attachment 16** and **Attachment 17** for specific guidance on status and serial number reporting of Weather Meteorological equipment.

Chapter 7

AUTOMATIC TEST EQUIPMENT (ATE) INVENTORY, STATUS, AND UTILIZATION REPORTING

Section 7A—Reporting System Overview

7.1. How and What To Report.

7.1.1. The reporting requirements in this section are exempt from licensing in accordance with paragraph 2.11.3 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*. Report ATE through the appropriate MIS. Data is maintained in REMIS.

7.1.2. For the purposes of this instruction, ATE includes:

7.1.2.1. Test stations.

7.1.2.2. Tester replaceable units (TRUs).

7.1.3. The Precision Measurement Equipment Laboratories only report the inventory and status of ATE systems that are unique to a weapon system and mission-essential systems that don't have manual back-up.

7.2. Basic Reporting Concept.

7.2.1. Each item of ATE is possessed by an Air Force training or maintenance organization (that is, it is organizational, intermediate, or depot-level).

7.2.2. The possessing unit reports:

7.2.2.1. Possession and changes in possession.

7.2.2.2. Conditions that change the ability of the ATE to do its mission (condition status).

7.2.2.3. Configuration.

7.2.2.4. Daily utilization.

7.3. Contractor Reporting. For contractor-controlled or maintained equipment, report the inventory, status, utilization, and configuration on ATE Government-furnished equipment (GFE) for contracts initiated after 1 October 1993. The administrative contracting officer sends the needed reports to the agency that asked for them, unless the contract states otherwise.

7.4. The Reporting System. Data is processed at the unit level and at the REMIS processing sites. MAJCOMs, HQ AFMC, HQ USAF, and other authorized users of the REMIS database monitor the data.

7.4.1. Units collect and input the data as shown in the applicable MIS users manual. Data is electronically transmitted at specified times to the REMIS database.

7.4.2. HQ USAF, HQ AFMC, MAJCOMs, and other authorized users may extract reports, data, and information from REMIS to monitor and control ATE inventory, status, and utilization.

7.5. Security Classification. Do not report classified data under this instruction.

Section 7B—Reporting Responsibilities

7.6. Unit-Level Activities. All reporting starts at unit level.

7.6.1. The designated ATE POC makes sure that ATE inventory, status, and utilization reporting is accurate and timely.

7.6.2. A maintenance official (usually the ATE section or shop supervisor):

7.6.2.1. Ensures that the unit correctly maintains inventory, maintenance status, utilization, and configuration data.

7.6.2.2. Ensures that the unit reports data on all ATE at their work center (using the procedures in this instruction), including

7.6.2.3. Initial station or equipment inventory or changes.

7.6.2.4. Initial TRU inventory or changes.

7.6.2.5. Station or equipment status changes.

7.6.2.6. Station or equipment utilization time

7.6.2.7. Checks the error file daily and corrects all ATE errors with help from the unit or host database manager (DBM) as needed.

7.6.2.8. Works with MAJCOMs, ALCs, or contractor field teams to verify inventory, status, and utilization reporting.

7.6.3. Units without access to an automated MIS work with their command headquarters to determine alternative procedures.

7.7. MAJCOMs:

7.7.1. Work with other MAJCOMs, ANG, Air Force Reserve, and non-USAF organizations to move, ship, or transfer ATE and send applicable movement reports.

7.7.2. Make sure that ATE chosen for transfer meets the desired configuration requirements and is made ready for transfer in accordance with T.O. 00-20-1, Preventive Maintenance Program and other transfer inspection requirements, as applicable.

7.7.3. Help MAJCOM agencies in pulling ATE inventory, status, and utilization data from the REMIS database.

7.8. MAJCOM POCs:

7.8.1. Check their reporting units to make sure that ATE inventory, status, utilization, and configuration appear in the REMIS database.

7.8.2. Make sure that units take action to correct any reporting discrepancy or problem.

7.8.3. Work together with the units as stated in paragraph **7.6.1.** of this instruction.

7.9. ATE SYSTEM PROGRAM DIRECTOR (SPD).

7.9.1. Is responsible for managing all ATE equipment inventory, configuration and matrix tables.

7.9.2. A matrix tables is maintained in REMIS using screen ETM1660, IAW T.O. for each piece of Test Station Equipment.

Chapter 8

SPACELIFT INVENTORY, STATUS, AND UTILIZATION REPORTING

Section 8A—Spacelift Reporting

8.1. Purpose. The purpose for tracking satellites is to have a single tracking tool within the DoD to show an accurate status of assets. The reporting requirements in this section are exempt from licensing in accordance with paragraph 2.11.5 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*. Each Space Wing and Product Center owning space assets reports on their systems through CAMS. The possessing unit reports the inventory and status of those assets. Space Operational Unit personnel will collect and process the information.

8.2. What is Reportable. Report all satellite systems that are assigned a standard reporting designator (SRD) beginning with *(SRDs are TBD)* as listed in the CAMS/REMIS SRD Table (TRIC QBC, Program NFSU10) at the UNCLASSIFIED level only (refer to para **8.5.**). Satellite systems will include the satellite as a whole and should be accounted for per mission. Launch costs will be tracked by satellite.

8.3. Reporting Accuracy. Reports specified in this procedure are the basis for justifying and defending AFSPC plans, programs, and the budget. Accurate and timely reporting is critical. Errors in reporting can result in the loss of required funding, manpower authorizations, and supplies.

8.4. Status Definitions.

8.4.1. Green (Fully Mission Capable (FMC)): DoD owns the system and has declared the system operational.

8.4.2. Amber (Partial Mission Capable (PMC)): DoD owns the system. It has been functionally turned over (DD-250) from contractor to DoD, but has not been declared operational. This is a transitional status and not indicative of satellite health (e.g. pending launch or on-orbit checkout).

8.4.3. Red (Not Mission Capable (NMC)): The system is a contractor asset. It is not under control of the DoD.

Section 8B—Spacelift Responsibilities

8.5. Security Exemption.

8.5.1. Do not enter classified status, equipment, or locations into unclassified data systems. Report classified systems as directed by the maintaining command.

8.5.2. Specific data about satellite/system degradation is reported through secure operational means.

8.6. Inventory Reporting. Inventory reporting begins when an asset transfers to DoD ownership (versus contractor owned). Reporting is accomplished by the applicable System Program Office (SPO) at the Product Centers until the system is fielded and declared operational. Then asset reporting transfers to the operating Space Wing/unit.

8.6.1. Possession Gain and Loss Criteria. Possession of an asset changes when the gaining unit accepts the operational control of the system. Systems will be accounted for as long as they are assigned to an Air Force activity under Air Force operational control.

8.6.2. System/Mission Accountability. Assets will be accounted for as a whole per mission. The gaining unit will enter the asset into CAMS/REMIS upon operational control. This will include all associated booster and launch cost data.

8.7. Status Reporting. Follow the instructions for TRIC COX, Screen 996, Program NFSJR0 and TRIC EUC, Screen 997, Program NFSJQ0, in AFM 66-279, volume V. Use local time (24-hour clock) for start and stop times.

8.8. Organization Record.

8.8.1. The CAMS system identifies an organization by number, kind, type, and detachment number. There are two organizational fields; CAMS organization and 21-103.

8.8.1.1. The 21-103 organization is used for up channel reporting to REMIS of status and inventory and follows the "G" Series Special Orders. Notify MAJCOM or FOA DBA before making the change.

8.8.1.2. The CAMS organization is used for local identification. In most cases the CAMS and 21-103 organizations should be the same.

8.8.2. Assign a 4 digit organizational identification (ORG ID) only to actual units, detachments, and OLs. Report equipment and missions at unmanned sites and locations under the organization that has maintenance responsibility. You need not lose and regain the inventory to change the organization record.

8.8.2.1. The first two positions of the ORG ID are the 2 digit command code which is up channel reported to REMIS as a 3 digit command code.

8.8.2.2. The last two positions of the ORG ID are "00" for the basic (parent) unit; for example, use "1C00".

8.8.2.3. For detachments or operating locations (OL), the last two positions of the ORG ID are the detachment number or operating location letter. For example, for Detachment 2, use "1C02"; for OL "A" use "1C0A."

8.8.2.4. For an OL of a detachment, use the detachment and the OL letter; for example, "1C2A".

8.9. Organization Changes.

8.9.1. The MAJCOMs or FOAs must make organization changes in REMIS prior to any 21-103 organization change made in CAMS to avoid up channel reporting errors in CAMS (see para **8.8.1.1.**).

8.9.2. Make organization changes in CAMS using TRIC OGT, Program NFSD80

8.10. Notification Procedures. Notification of initial possession, or change in possession will be done IAW paragraph **2.15.** Message tailoring will be IAW HQ AFSPCI 21-103.

Chapter 9

AIRCRAFT AND MISSILE EQUIPMENT ACCOUNTABILITY PROGRAM

Section 9A—General Information

9.1. What the Aircraft and Missile Equipment Accountability Program Covers. The reporting requirements in this section are exempt from licensing in accordance with paragraph 2.11.10 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*.

9.1.1. The Air Force maintains a program for MAJCOM headquarters and their units to manage and control aircraft and missile assets (those assets listed in the -21 Technical Order [T.O.]).

9.1.2. The owning MAJCOM headquarters manages these assets.

9.1.3. The unit inspects, maintains, and controls these assets.

9.1.4. MAJCOM headquarters must supplement this instruction in order to guide the units on how to meet command requirements.

9.2. Need for Management and Control Procedures.

9.2.1. The management and control procedures in this instruction allow MAJCOMs and HQ AFMC to control -21 items. MAJCOMs and HQ AFMC need this control to meet normal peacetime operations and to make sure the Air Force can meet contingency plan reallocations from home to overseas.

9.2.2. MAJCOMS and HQ AFMC must be aware of the total -21 T.O. inventories to better plan for replacement items and to plan intra-command and inter-command transfers of items.

9.2.3. MAJCOMs must ensure that base-level units account for -21 T.O. items to meet daily peacetime, war, and mobilization plan requirements.

9.3. Aircraft and Missile Equipment Inventory.

9.3.1. The -21 T.O. lists all items authorized for each aircraft or missile mission, design, and series (MDS). The manufacturer prepares the -21 T.O. and reviews or changes it as equipment is modified.

9.3.2. Do not change the -21 T.O. without MAJCOM and AFMC Program Manager approval.

9.3.2.1. The -21 T.O. is divided into three sections covering the three categories of equipment:

9.3.2.2. Section I, Maintenance Safety and Protection Equipment (MSPE) used to protect the aircraft or missile from damage and/or to make it safe for maintenance.

9.3.2.3. Section II, Alternate Mission Equipment (AME), used to configure an aircraft or missile for one of its operational missions. It can be installed and removed quickly.

9.3.2.4. Section III, Crew and Passenger Support Equipment (CPSE), used for life support and comfort of crew and passengers.

9.3.3. At unit level, automated products usually control inventories, divided into custody accounts. To build these accounts add selected items listed in the -21 T.O. and command supplements into Allowance Standards (AS).

9.3.4. Use manual records (AF Form 2691, Aircraft/Missile Equipment Property Record) for some items, such as communications security (COMSEC) equipment, prototypes, or specialized equipment too few in number to be listed in automated products (see **Attachment 8**).

9.4. MAJCOM Supplements to AFI 21-103 regarding -21 T.O.s.

9.4.1. MAJCOMs supplement weapons system -21 T.O. to show items unique to an MDS and MAJCOM, such as specialized communications, reconnaissance, weapon delivery, and guidance systems.

9.4.2. Include items (other than standard configuration items) listed on MESLs in the MAJCOM supplement to the -21 T.O. if they are not in the basic T.O.

9.4.2.1. List standard configuration items that may be removed for alternate missions in the MAJCOM supplement to the -21 T.O. as AME. When you treat standard configuration items as AME, the number per aircraft authorized is the largest number that can be installed.

9.5. Equipment not included in -21 T.O.s. These items are not included in -21 T.O.s:

9.5.1. Fixed or installed components are part of the basic vehicle and needed for normal operation.

9.5.2. Consumable items other than safety items (such as publications, forms, or relief bags).

9.5.3. Maintenance and servicing equipment in the AS or the -4 T.O.

9.6. Asset Categories.

9.6.1. The -21 T.O. lists all assets authorized for an aircraft or missile MDS. Items are defined and coded (using expendability, recoverability, and reparability category [ERRC] codes) as either:

9.6.1.1. Equipment.

9.6.1.2. Reparable items.

9.6.1.3. Expendable items.

9.6.2. The MAJCOMs, AFMC Logistics Centers or Product Centers, or Defense Logistics Agency (DLA) with management responsibility for the item determine its definition.

9.6.3. The management and control method is different for each category of items.

9.6.3.1. Mark the "Remarks" column to show the management and control method by item definition.

9.6.4. MAJCOMs and AFMC Centers identify items managed and controlled as equipment (ERRC NF/ND).

9.6.4.1. Mark the -21 T.O. or command supplement to show which AS lists the equipment.

9.6.4.2. The maintenance activity uses the management and control methods of the Air Force Equipment Management System (AFEMS).

9.6.4.3. The record vehicles are the Custody Account (CA) or Custody Receipt Listing (CRL) and AF Form 601, *Equipment Action Request*.

9.6.5. MAJCOMs or AFMC Centers identify items managed and controlled as repairables (ERRC XD and XF).

9.6.5.1. Mark the -21 T.O. to show the maintenance activity must manage the asset as a reparable.

9.6.5.2. The maintenance activity uses the management and control methods of the Air Force Recoverable Assembly Management Process (RAMP).

9.6.5.3. Send a Special Purpose Recoverables Authorized Maintenance (SPRAM) listing to the appropriate work center to identify numbers on-hand.

9.6.5.4. The record vehicle is the DD Form 1348-1A, *DoD Single Line Item Release/Receipt Document*, or AF Form 2692, *Aircraft/Missile Equipment Transfer, Shipping Listing*.

9.6.6. MAJCOMs, AFMC Centers or DLA identify items managed and controlled as expendables (XB3).

9.6.6.1. Mark the -21 T.O. to show the maintenance activity must manage the items as expendables.

9.6.6.2. As a rule, maintenance does not manage or control these item once they've been issued.

9.6.6.3. Some items defined as expendables may require specific management procedures. For example, maintenance must have the right number of cables on-hand for ejector rack operation. MAJCOMs may choose to manage these items like the end item they are used with.

9.6.6.3.1. Calculate total quantities authorized using quantities listed in applicable -21 technical orders multiplied by the number of assigned unit aircraft. Units manage all weapons related –21 equipment using AF Forms 2691 and supporting documentation. Variances in the authorized versus on-hand quantities of armament -21 requires HQ ACC/LGW approval.

Section 9B—Responsibilities

9.7. Using Command. Each MAJCOM supplements this instruction or the -21 T.O. for assigned weapon systems, or both, or issues separate command instructions. The using command:

9.7.1. Sets up an OPR to focus management attention on -21 assets and informs HQ AFMC/LGRC-AVDO.

9.7.2. Sets up a control system to make sure base-level accounting of items is accurate and tailored to unique MAJCOM requirements. Authorized -21 levels must not be greater than the number of assigned aircraft without prior MAJCOM and AFMC approval (refer to paragraph **9.11.**).

9.7.3. Works with HQ AFMC/Program Manager (PM) to identify -21 T.O. items to be controlled and reported by AFEMS or by SPRAM (see AFMAN 23-110, *USAF Supply Manual*)

9.7.4. Reallocates -21 items within the command.

9.7.5. Works with program and item managers and gaining commands to reallocate -21 items as part of inter-command aircraft transfers.

9.7.6. Identifies the base-level organization responsible for overseeing daily asset management and control.

9.7.7. Works with subordinate units and other MAJCOM headquarters to resolve equipment shortages according to paragraph **9.14.** or to locate equipment removed from transient aircraft according to paragraph **9.15.**

9.7.8. Annually reviews -21 T.O.s for asset requirements of assigned weapon systems in coordination with program and item managers and redistributes or adjusts items as appropriate.

9.8. AFMC.

9.8.1. HQ AFMC:

9.8.1.1. Fulfills using command responsibilities (paragraph **9.7.**).

9.8.1.2. Develops control procedures for items not intended for -21 T.O. (such as prototypes under development, test, and evaluation).

9.8.1.3. In coordination with the gaining or using command, develops an initial -21 T.O. for a weapon system based on the PMD, the contractor's proposed AF Form 2692, and proposed -21 T.O..

9.8.2. Through program and item managers, uses yearly reviews to:

9.8.2.1. Keep -21 T.O. up-to-date in coordination with MAJCOMs.

9.8.2.2. Ensure equipment listed in aircraft and missile -21 T.O.s (and the MAJCOM supplements) include all items MAJCOMs and HQ AFMC must oversee.

9.8.2.3. Validate MAJCOM -21 levels and make changes as needed.

9.8.2.4. Maintain Air Force oversight of -21 item inventory and locations to help determine necessary replacement buys, war and mobilization planning, and war reserve materiel (WRM) stockage objectives.

9.8.2.5. Keep enough stock of listed equipment to fulfill daily requirements and wartime taskings.

9.8.2.6. Check equipment listed in the -4 T.O. both as basic airframe equipment and as AME (for example, missile launch rails for F-16) is listed as AME in the -21 T.O..

9.8.3. Program and item managers manage inter-command reallocation of items resulting from aircraft transfer or changing mission requirements.

9.8.4. Program and item managers give disposition instructions for -21 items declared excess as a result of aircraft retirement or mission changes (usually warehoused and stored as WRM until clearly obsolete).

9.8.5. Program and item managers release excess items for sale through Defense Reutilization and Marketing Office (DRMO) channels when approved by MAJCOMs and HQ USAF (see also paragraph **9.11.**).

9.9. Base Activities.

9.9.1. Units must set up procedures and assign responsibilities to:

9.9.1.1. Provide accurate accounting, oversight, and daily control of items.

9.9.1.2. Provide item inventory and location information to MAJCOM headquarters and to system or item managers.

9.9.2. MAJCOMs decide which work centers have accounting responsibilities for the items listed in the -21 T.O. All Armament Flights will account for, manage and control weapons suspension items

(ERRC XD) in Section II of applicable -21 aircraft T.O.s. In addition, suspension items with ERRC XF (such as LAU-119 missile launchers) will be tracked and controlled using the R25 SPRAM listing. Aircraft Maintenance Squadrons will account for and track, chaff/flare/ALE-50 magazines. B-1 units (Armament Flights) will account for flare and chaff magazines only (ALE-50 is managed by defensive avionics). Use the R25 SPRAM listing for this accounting. SPRAM custodians will establish an accounting method that allows for immediate action identification of assets stored or used outside the owning work center. This will be documented in a local operation instruction (OI)

9.9.2.1. The R25 (SPRAM) listing will be the accountability/asset inventory document for all repairable coded XD assets, XD assets are defined as fault isolation spares, shop standard spares, training spares, -21 T.O. spares, alternate mission equipment, test station spares, and stand alone spares. The CA/CRL listing is the asset inventory for equipment-coded assets (ERRC NF/ND). Maintain AF Forms 2691 to provide unit visibility over XF3 and expendable (XB3) assets in sections I, II, and III of applicable aircraft -21 T.Os. Units need not maintain an AF Form 2691 for XF3 assets controlled on the R25 listing. SPRAM account custodians maintain a custodian file IAW AFM 23-110, Vol 2, Part 13, using the following guidance: Tab-current action.

9.9.3. Base Supply Equipment Liaison Office (ELO) is the contact for items controlled under AFEMS and SPRAM.

9.9.4. The work center, designated by their MAJCOM, maintains item inventories (CA/CRL or SPRAM listing or both).

9.9.4.1. As new items arrive or are transferred, update the inventory listing using AF Forms 601, 2692, 2005, Issue/Turn-In Request or DD Form 1348-1A, depending on how the items were moved (see paragraphs **9.13.** through 9.18).

9.9.4.2. The custodian keeps a record copy of the input documents.

9.9.4.3. Inventory and reconcile the account upon change of custodian and/or:

9.9.4.3.1. When host MAJCOM determines more frequent CA/CRL account reviews

9.9.4.3.2. Inventory SPRAM account at least annually.

9.9.5. The -21 Support Function:

9.9.5.1. Monitors the movement of -21 items.

9.9.5.2. Coordinates the gathering, packing, and shipping of -21 items when aircraft are transferred.

9.9.5.3. Notifies the designated workcenter of the number of items to be shipped.

9.9.5.4. Reconciles shortages with gaining or losing organizations and sends copies of correspondence to gaining and losing MAJCOM headquarters.

9.9.5.5. Forwards AF Form 2692 to appropriate PS&D element.

Section 9C—Managing -21 Assets

9.10. Transferring Aircraft or Missile -21 Assets.

9.10.1. MAJCOM headquarters must manage the reallocation of aircraft or missile -21 items after transfer decisions have been made.

9.10.1.1. For intra-command reallocations, the MAJCOM headquarters:

9.10.1.1.1. Sends the transfer directives to subordinate units.

9.10.1.1.2. Coordinates the movement.

9.10.1.1.3. Notifies HQ AFMC program and item managers of item inventory and location information.

9.10.1.2. For inter-command or inter-theater movement, MAJCOMs coordinate the transfer directives with HQ AFMC as well as with the gaining command.

9.10.2. Transfer directives must:

9.10.2.1. Identify the base-level functions to coordinate the preparation, gathering, and shipping of -21 items.

9.10.2.2. Identify which items will be transferred aboard the aircraft and which items will be shipped separately.

9.10.3. If an aircraft or missile is transferred to a depot or contractor facility and will return to the same unit, the transferring unit keeps equipment the depot does not need. Use AF Form 2692 to transfer installed equipment.

9.10.4. If aircraft or missiles are transferred by way of a depot or contractor program, the losing unit ships only the needed equipment and the equipment listed in the transferring directive. The losing unit sends the rest to the gaining unit no later than 30 days before the completion date.

9.10.5. For transfers through Military Assistance Program or donations and sales to agencies outside the Air Force, HQ AFMC decides what equipment to transfer.

9.10.6. All requests to remove assets from AMARC storage code STT (FMS) aircraft are sent to SAF/IA and HQ USAF/XPP with information copy to HQ USAF/ILM.

9.11. Disposing of Excess Assets.

9.11.1. Authorized -21 levels must not be greater than the number of assigned aircraft unless MAJCOM and AFMC approves the excess.

9.11.2. Sometimes the number of -21 items on hand may exceed authorized levels because of aircraft loss, discontinuance of a specific mission, and aircraft retirement. In these cases, the owning MAJCOM headquarters works with program and item managers to put together disposition instructions.

9.11.3. In the event of aircraft loss, the unit usually carries the -21 items as excess.

9.11.3.1. MAJCOM headquarters may elect to reallocate these items to another unit, depending on need, or add them to WRM.

9.11.3.2. Adjust the inventory to reflect items lost with the aircraft, using DD Form 200, *Financial Liability Investigation of Property Loss*.

9.11.4. When the Air Force discontinues a specific mission or combat capability, the owning unit usually warehouses and manages the assets as WRM.

9.11.4.1. Only HQ USAF/XPP issues authorization for aircraft disposition through the DRMO.

9.11.5. When aircraft are retired in other than inviolate (XS) or Excess Defense Articles (EDA) (XT) storage, HQ AFMC reallocates items used on other aircraft (for example, racks, adapters, and cargo handling equipment).

9.11.6. When aircraft or missile items are retired, HQ USAF/XPP will recommend appropriate disposition for spares, training (ground maintenance/Aircraft Battle Damage Repair (ABDR)), and AF Museum.

9.12. Increasing Authorized Levels.

9.12.1. Unit-level requirements above the number of assigned aircraft are approved only after:

9.12.1.1. The MAJCOM headquarters OPR approves the unit-level request.

9.12.1.2. The Program manager agrees with the MAJCOM request.

9.12.1.3. A source for the item has been identified (MAJCOM redistribution, WRM, or other source).

9.12.2. Items sourced from WRM require HQ USAF/ILSP/ILMY approval.

9.12.3. MAJCOM funded items (such as missile launchers) require no further approval. Units must identify funds (from either AFMC or MAJCOM) and get the approval of the appropriate program and Funds Programs Manager for all other shortfalls requiring funding.

9.12.4. The program manager approves the requirements after these criteria have been met.

9.12.5. Refer unresolved disagreements to HQ AFMC/XRW/LGS for resolution.

9.13. Arrival of New Equipment.

9.13.1. MAJCOM headquarters puts together and sends out to gaining units directives that specify:

9.13.1.1. Which base level organization controls the various -21 items.

9.13.1.2. Which account system (AFEMS, RAMP, SPRAM) to use.

9.13.1.3. Which expendable items the unit must manage and control.

9.13.2. Coordinate these directives with the contractor, the losing command, or HQ AFMC so the shipper knows the correct address and "mark for" information.

9.13.3. List all items installed on, delivered with, or carried onboard the aircraft or missile on AF Form 2692.

9.13.4. In all cases, the total amount of -21 equipment must equal the PMD requirements for the weapon system.

9.13.5. List any assets delivered separately on DD Form 1149 Requisition and Invoice/Shipping Document, or DD Form 1348-1A.

9.13.6. The designated work center works with base supply (equipment management or materiel management) to load authorized quantities into the account system. As new equipment arrives, use the shipping document (AF Form 2692, DD Form 1149, *Requisition and Invoice/Shipping Document*, or DD Form 1348, *DoD Single Line Item Requisition System Document*) as the input and record copies to adjust on-hand quantities.

9.13.7. Wing PS&D must tell applicable maintenance organizations and the life support function when aircraft are to arrive so they can meet the aircraft and inventory items.

9.13.7.1. Designated work centers (if appropriate) remove and store items and update on-hand quantities.

9.14. Adjusting for Shortages.

9.14.1. Shortages found during acceptance inventories will be identified to the losing unit (or SPD for new weapon systems) within 24 hours. Send a copy of the notification to MAJCOM headquarters.

9.14.2. MAJCOM headquarters must resolve shortages quickly. If no accountable individual can be identified for shortages found during acceptance inventories, handle them according to AFMAN 23-110, *USAF Supply Manual*. Handle accountability for equipment lost during flight, damaged, or destroyed according to AFMAN 23-110.

9.15. Removing Assets From Transient Aircraft.

9.15.1. List equipment removed and not replaced on AF Form 1297, *Temporary Issue Receipt*. A designated representative of the transient activity completes and signs this form in three copies and :

9.15.1.1. Mails one copy to the appropriate PS&D section or equivalent at home station.

9.15.1.2. Keeps one copy and places one copy in AFTO Form 781 series binder before the aircraft leaves.

9.15.2. The MXG/CC, or equivalent of the base where the aircraft is transient ensures removed equipment is returned to the owning base within 30 days.

9.15.2.1. Send the transportation control number (TCN) to the owning unit as soon as it is known.

9.15.2.2. If the inventory is not correct, the owning unit takes action according to procedures in paragraph **9.14.**

9.16. Managing Deployed Assets.

9.16.1. The owning MAJCOM and the deployed unit retain accountability for -21 items deployed for exercises and contingencies. MAJCOM headquarters must review base mobility plans and supported OPLANs at least once a year and when taskings change, to make sure equipment lists include the proper numbers and types of -21 items.

9.16.2. MAJCOM headquarters must make sure deploying units identify:

9.16.2.1. Items deployed on or with the aircraft or missile.

9.16.2.2. Items sent through normal transportation channels.

9.16.2.3. Items deployed by dedicated support aircraft.

9.16.2.4. The account system (automated or manual) used to control assets.

9.16.2.5. The function or individual who is responsible for controlling items.

9.16.2.6. Any -21 shortages or authorization changes identified during contingencies.

NOTE: Identify shortages or authorization changes to the deployed combat Headquarters LG for prioritization and resolution.

9.17. Transferring Assets.

9.17.1. The appropriate PS&D or equivalent is the focal point for transferring aircraft, missiles, and associated assets. This office must notify maintenance squadrons and life support functions of the transfer date.

9.17.2. Each accountable work center prepares items for transfer.

9.17.2.1. If shipping the item on or with the aircraft or missile, list it on AF Form 2692. See **Attachment 9** for instructions on filling out this form.

9.17.2.2. If shipping the item separately, list it on AF Form 60l, DD Form 1149, or DD Form 1348-1A. Use one copy of the form to adjust inventory records.

9.17.3. The -21 Support Function or equivalent compiles this information and prepares a "master" AF Form 2692 for all items to be transferred on or with the aircraft or missile. Then the -21 Support Function or equivalent prepares a listing of other items to be transferred (including date, mode of shipment, and transportation control numbers) and sends it to the gaining organization. Send copies of these lists to MAJCOM headquarters.

9.18. Changing the Accountable Individual.

9.18.1. When you have to change the custodian of a -21 items account, proceed as you would for other types of accounts.

9.18.2. The new account custodian must be eligible according to published MAJCOM directives and must have attended custodian training.

9.18.3. Inventory the account, reconcile differences, and have both individuals sign a statement to the effect that the account is true.

Chapter 10

AVIONICS POD SYSTEM INVENTORY, STATUS AND UTILIZATION REPORTING

Section 10A—Reporting System Overview

10.1. Description of Pods. Electronic combat pods and other avionics pods are designed to be externally carried and interchangeable among the general class of fighter, interceptor, strike, and reconnaissance aircraft. Pods are modularly constructed and can be assembled into various configurations to provide capabilities depending on aircraft mission requirements for training, protection against enemy radar controlled weapons, navigational and target illumination, instrumentation, and communications (telemetry and data link).

10.2. Description of RAMPOD. RAMPOD (Reliability, Availability, Maintainability Logistic Engineering Support System for Pods) is an integrated weapon management information system that collects, reports, and maintains real-time reliability, availability, maintainability, configuration, warranty, system on-time, inventory, performance, sortie, and engineering parametric data for electronic combat pods and other avionics pods. RAMPOD is designated by HQ AF/IL and SAF/FM as the inventory and financial system of record for all AF pod assets, owned and/or leased.

10.3. How and What To Report.

10.3.1. The reporting requirements in this section are exempt from licensing in accordance with paragraph 2.11.3 of AFI 37-124, The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections. The Chief Financial Officers Act of 1990, The Chief Information Officers Act of 1996, and the Federal Managers Fiscal Integrity Act of 1996 require accurate and auditable financial statements which includes the full accountability of all Air Force assets, including pods. Report pod data by serial number and organization through RAMPOD. Data is maintained in RAMPOD.

10.3.2. For the purpose of this instruction, the following data is reportable to RAMPOD:

10.3.2.1. Pod MDS, model, part number and serial number

10.3.2.2. Operational status

10.3.2.3. Owning, or leasing Organization and location

10.3.2.4. The Elapsed Time Indicator (ETI) meter readings. The frequency of ETI capture will be determined based on the maintenance philosophy of the affected pod.

10.3.2.5. Readings of external ETI meters will be captured for each action accomplished affecting the pod; to include aircraft installation/removal and any maintenance action performed on the system.

10.3.2.6. Readings of internal ETI meters will be captured on any maintenance action requiring de-paneling for maintenance and/or inspection.

10.3.2.7. Changes in avionics pod ownership, location, and support responsibility, to include all deployments, TDY's, and/or special missions.

10.3.2.8. Any changes in status conditions impacting mission capabilities and/or readiness.

10.3.2.9. Total number of pods acquired by the Air Force by MDS, current quantity, and explanation of losses by serial number.

10.3.2.10. Identification of appropriations used in acquiring respective pod assets.

10.3.3. Additional reporting requirements: For EW/ECM pods, ECCM pods, ACMI pods, and ARDS pods reporting of inventory, status, and utilization of respective ATE/SE is also required in conjunction with pod reporting.

NOTE: For AF range pods review AFI 13-212 Vol. 1, Range Planning and Operations, Chapter 6.5 for additional guidance and instructions.

10.4. Contractor Reporting. For contractor-controlled or maintained avionics pod system(s), report the inventory, status, utilization, and configuration on pods being maintained or sustained by contract support. The contracting officer or designated official shall be responsible for delegating the required inventory reporting authority to a local representative or individual.

10.5. The Reporting System. Inventory, status, and utilization data will be reported via RAMPOD, the Air Force official system of record for inventory and financial accountability. RAMPOD will provide the reporting methodologies. Office of Primary Responsibility (OPR) for RAMPOD is WR-ALC/LNXA, 265 Perry Street, Robins AFB GA 31098-1607, DSN 468-5404. RAMPOD Portal: **https://rampod.robins.af.mil** or AF Portal: **https://www.my.af.mil**.

10.5.1. Data is processed at the unit level and at the RAMPOD processing site. MAJCOMS, HQ AFMC, HQ USAF, and other authorized users of the RAMPOD database monitor the data.

10.5.2. Units collect and input the data as shown in the applicable users manual. Send this data at specified times or as changes occur over the Defense Data Network (DNN) to the RAMPOD database via the AF Portal or RAMPOD Portal.

10.5.3. HQ USAF, HQ AFMC, SAF/FM, DFAS, AFAA, and other authorized users may extract reports, data, and information from RAMPOD to monitor and control pod inventory, status, and utilization while achieving an auditable financial statement of assets.

10.6. Security Classification. Avionics pod inventory, status, and utilization data reported under this instruction are unclassified. Do not enter classified data into RAMPOD. Consult appropriate weapon system security guides for additional guidance.

10.7. Waivers From Reporting. Waivers from reporting avionics pod inventory, status, and utilization data to RAMPOD shall be forwarded to HQ USAF/IL and SAF/FM for consideration.

Section 10B—Reporting Responsibilities

10.8. Unit-Level Activities. All reporting starts at the unit level.

10.8.1. Maintenance makes sure that pod and ATE/SE inventory (as appropriate), status, and utilization reporting is accurate and timely.

10.8.2. A maintenance official (usually the pod section or shop supervisor):

10.8.2.1. Ensures that the unit correctly maintains inventory, maintenance status, utilization, and configuration data.

10.8.2.2. Ensures that the unit reports data on all pods and ATE/SE at their work center (using the procedures in this instruction).

10.8.2.3. Works with MAJCOMs, ALCs, or contractor field teams to verify inventory, status, and utilization reporting.

10.8.3. Units without access to DDN or internet, work with their command headquarters to determine alternative procedures. MAJCOMs:

10.8.3.1. Help MAJCOM agencies in pulling pod and SE/ATE inventory, status, utilization, and configuration data from RAMPOD.

10.8.3.2. Appoint an pod POC to their units and send the POC's name to WR-ALC/LNXA (RAMPOD) 265 Perry Street, Robins AFB GA 31098-1607.

10.9. MAJCOM POCs.

10.9.1. Check their reporting units to make sure that pod inventory, status, utilization, and configuration appear in the RAMPOD database.

10.9.2. Make sure that units take action to correct any reporting discrepancy or problem.

10.9.3. Work together with the units as stated in paragraph **10.9.1.** of this instruction.

10.10. Forms Prescribed.

AF Form 2691 *Aircraft/Missile Equipment Transfer, Shipping Listing*

AF Form 2692 *Aircraft/Missile Equipment Property Record*

Forms Adopted

AF Form 126 *Custodian Request Log*

AF Form 601 *Equipment Action Request*

AF Form 913 *Aerospace Vehicle Project Action*

AF Form 1297 *Temporary Issue Receipt*

AF Form 3131 *General Purpose*

AFMC Form 1026 *Aircraft Accountability Record*

AFTO Form 290 *Aerospace Vehicle Delivery Receipt*

AFTO Form 781 *AFORM Aircrew/Mission Flight Data Document*

DD Form 200 *Financial Liability Investigation of Property Loss*

DD Form 250 *Material Inspection and Receiving Report*

DD Form 1149 *Requisition and Invoice/Shipping Document*

DD Form 1348-1A *DoD Single Line Item Release/Receipt Document*

MICHAEL E. ZETTLER Lieutenant General, USAF
DCS/Installations and Logistics

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1101, Operations Security (OPSEC) Instructions

AFI 11-202 v3, General Flight Rules

AFI 11-401, Flight Management

AFI 13-212V1, Range Planning And Operations

AFI 16-402 , Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination

AFI 21-101, Aerospace Equipment Maintenance Management

AFI 21-104, Selected Management of Selected Gas Turbine Engines

AFI 21-116, Maintenance Management of Communications-Electronics

AFI 33-360V1, Publication Management Program, Volume 1

AFI 33-324, The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections

AFPD 10-9, Lead Operating Command Weapon Systems Management

AFMAN 23-110, USAF Supply Manual

AFMAN 37-139, Records Disposition Schedule

TO 00-20-1, Aerospace Equipment Maintenance Inspection, Documentation, Policies, and Procedures

TO 00-25-107 , Maintenance Assistance

TO 00-25-254-1,, System Manual-Comprehensive Engine Management System (CEMS) (D042) Engine Status, Configuration, and TCTO Reporting Procedures

TO 00-25-254-2, *System Manual – Comprehensive Engine Management System for DSD: D042*

TO 1-1-638, Repair and Disposal of Aerospace Vehicles

TO 1-1-300, Acceptance/Functional Check Flight and Maintenance OPR Checks

TO 43-1-1, Maintenance, Inspection, Storage, Shipment And Serialization -- Training Devices and Trainer Maintenance Parts, Maintained by Air Force Depots

AFCSM 21-560V2, C-E Equipment Status and Inventory Reporting

AFCSM 25-524V4, EIMSURS Users Manual

Abbreviations and Acronyms

ABDR—Aircraft Battle Damage Repair

ACI—Analytical Condition Inspection

ACP—Allied Communications Publication

ADE—Automated Data Element

ADP—Automatic Data Processing

AFCA—Air Force Communications Agency

AFDSDC—Air Force Data Systems Design Center

AFEMS—Air Force Equipment Management System

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFMC—Air Force Materiel Command

AFR—Air Force Regulation

AGE—Aerospace Ground Equipment

ALCM—Air Launched Cruise Missile

AMARC—Aerospace Maintenance and Regeneration Center

AME—Alternate Mission Equipment

AMMIS—Aircraft Maintenance Manpower Information System

AS—Allowance Standards

ASIP—Aircraft Structural Integrity Program

ATE—Automatic Test Equipment

ATE-MIS—Automatic Test Equipment - Maintenance Information System

AUR—All Up Rounds

AVDO—Aerospace Vehicle Distribution Officer

AVUM—Aerospace Vehicle Utilization Monitor

AVP—Aerospace Vehicle Project

AWM—Awaiting Maintenance

AWP—Awaiting Parts

BAC—Backlog

BSL—Basic System List

CA—Custody Account

CAMS—Core Automated Maintenance System

CDB—Centralized Database

C-E—Communications-Electronics

CEMS—Comprehensive Engine Management System

CLS—Contractor Logistics Support

CND—Cannot Duplicate

COMBS—Contract Operated and Maintained Base Supply

COMSEC—Communications Security

CONUS—Continental United States

CPSE—Crew And Passenger Support Equipment

CRL—Custody Receipt Listing

DBA—Data Base Administrators

DBM—Database Manager

DDN—Defense Data Network

DEP—Departed

DES—Destination

DLA—Defense Logistics Agency

DNN—Data Network

DOC—Designed Operational Capability

DoD—Department of Defense

DPI—Data Processing Installation

DPRO—Defense Plant Representative Office

DRMO—Defense Reutilization and Marketing Office

EAV—Estimated Availability (date)

EDA—Excess Defense Articles

EDD—Estimated delivery date

EI—Engineering Installation

EIL—Equipment Inventory List

EQD—Equipment Designators

ERRC—Expendability, Recoverability, and Reparability Category Code

ESC—Emergency Status Code

ESR—Emergency Status Report

ETI—Elasped Time Indicator

FCF—Functional Check Flight

FMC—Full Mission Capable

FMS—Foreign Military Sales

FOA—Field Operating Agency

FOT&E—Follow-On Operational Test And Evaluation

FSL—Full System List

FTD—Field Training Detachment

GEO LOC—Geographic Location

GFE—Government-Furnished Equipment

GFP—Government-Furnished Property

GITA—Ground Instructional Training Aircraft

GMT—Greenwich Mean Time

HDBM—Host Data Base Manager

ICAO—International Civil Aviation Organization

ICBM—Intercontinental Ballistic Missile

ID—Identification

IM—Inventory manager

IMMP—Improved Maintenance Management Program

INW—In work

ITA—Interface Test Adapter

JCS—Joint Chiefs of Staff

LOC—Location

LRM—Line Replaceable Module

LRS—Logistics Readiness Squadron

LRU—Line Replaceable Unit

MAAG—Military Assistance Advisory Group

MAJCOM—Major Command

MATE—Modular Automatic Test Equipment

MC—Mission Capable

MDC—Maintenance Data Collection

MDM—Mobile Depot Maintenance

MDS—Mission Design Series

MESL—Minimum Essential Subsystems List

MICAP—Mission Capability

MIS—Maintenance Information System

MOA—Memorandum of Agreement

MRA—Mission Ready Available

MSPE—Maintenance Safety And Protection Equipment

MTS—Mobile Training Sets

NMC—Not Mission Capable

NMCA—Not Mission Capable Airworthy

NMCB—Not Mission Capable, Both (Maintenance And Supply)

NMCBA—Not Mission Capable Both Maintenance and Supply Airworthy

NMCBS—Not Mission Capable Both Maintenance and Supply Scheduled

NMCBU—Not Mission Capable Both Maintenance and Supply Unscheduled

NMCBSA—Not Mission Capable Both Maintenance and Supply Scheduled Airworthy

NMCBUA—Not Mission Capable Both Maintenance and Supply Unscheduled Airworthy

NMCM—Not Mission Capable Maintenance

NMCMA—Not Mission Capable Maintenance Airworthy

NMCMS—Not Mission Capable Maintenance Scheduled

NMCMU—Not Mission Capable Maintenance Unscheduled

NMCMSA—Not Mission Capable Maintenance Scheduled Airworthy

NMCMUA—Not Mission Capable Maintenance Unscheduled Airworthy

NMCS—Not Mission Capable Supply

NMCSA—Not Mission Capable Supply Airworthy

NRTS—Not Repairable This Station

OCR—Office of Collateral Responsibility

OGT—Organization Record

OIL—Open Incident List

OL—Operating Locations

OPLAN—Operation Plan

OPR—Office of Primary Responsibility

OPSEC—Operations Security

ORG ID—Organizational Identification

PA—Program Aerospace Vehicles and Flying Hours

PDM—Programmed Depot Maintenance

PEC—Program Element Code

PEID—Program Element Identification

PM—Program Manager

PMC—Partial Mission Capable

PMCB—Partial Mission Capable Both

PMCM—Partial Mission Capable, Maintenance

PMCMS—Partial Mission Capable, Maintenance Scheduled

PMCMU—Partial Mission Capable, Maintenance Unscheduled

PMCS—Partial Mission Capable, Supply

PMIs—Preventive Maintenance Inspections

POC—Point of Contact

PS&D—Plans, Scheduling, and Documentation

PUP—Pickup Point

RAM—Rapid Area Maintenance

RAMP—Recoverable Assembly Management Process

RAMPOD—Reliability, Availability, Maintainability Logistic Engineering Support System for Pods

RCN—Reports Control Number

RCS—Reports Control Symbol

RDT&E—Research, Development, Test and Evaluation

REMIS—Reliability and Maintainability Information System

RPIE—Real Property Installed Equipment

RTE—Resident Training Equipment

RTOK—Retest Okay

SBSS—Standard Base Supply System

SE—Support Equipment

SIOP—Single Integrated Operational Plan

SLS—Space Launch Squadron

SM—System Manager

SOA—Separate Operating Agency

SPD—System Program Director

SPRAM—Special Purpose Recoverables Authorized To Maintenance

SRAM—Short Range Air-to-Surface Attack Missile

SRD—Standard Reporting Designator

SRU—Shop Replaceable Unit

SSM—Spacelift Status Manager

STEP—Special Training Equipment Program

SW—Spacelift Wings

TCN—Transportation Control Number

TCT—Total Contract Training

TCTO—Time Compliance Technical Order

TF—Total Flyable

TMA—Test Module Adapter

TMO—Traffic Management Office

T.O.—Technical Order

TPS—Test Program Set

TRAP—Tanks, Racks, Adapters, and Pylons

TRIC—Transaction Identification Code

TRU—Tester Replaceable Unit

VSN—Vehicle Serial Number

VSND—Vehicle Serial Number, Delayed

WRM—War Reserve Materiel

WUC—Work Unit Code

UAV—Unmanned Aerial Vehicle

UPC—Utilization Purpose Code

Terms

Active Equipment—Equipment installed and commissioned to perform an operational mission or requirement. (Does not include cold spares or off-line equipment.)

Aerospace Vehicle—Includes all aircraft and selected missiles and drones.

Aircraft Inventory Categories—Inventory is divided into two distinct and separate areas: assignment and possession. Assignment and possession are further identified by purpose codes. Current approved purpose codes are identified in the Air Force Data Dictionary.

Amber Condition—(Partial Mission Capable (PMC)). System or equipment functioning in such a way that it can perform at least one, but not all, of its missions/functions. (Impaired but usable) Equipment must be at least amber when you order parts partially mission capable supply.

Assignment—Assignment is the allocation of an aircraft by HQ USAF to MAJCOMs for the purpose of carrying out assigned wartime, training, and/or test missions. Specific purpose identifier codes are used for assignment.

Capability Impact Code—A code used to indicate a degraded C-E equipment or mission condition (A-Amber) or non-operational condition (R-Red). (See the Air Force Data Dictionary for directions to access).

C-E Functional Component Groups—C-E components that are not aligned under end-items or systems and that perform a stand-alone function.

Condition status—A term describing an aerospace vehicle's ability to perform its assigned missions.

Delay Code—An alpha code used to indicate why a piece of C-E equipment has not been returned to an operational status. (See Air Force Data Dictionary for directions to access)

Downtime Code—An alpha code used to indicate why a piece of C-E equipment is not operational. (See Air Force Data Dictionary for directions to access)

Equipment Status Report (ESR) Number—A number reporting an individual downtime event in the C-E Status and Inventory Reporting System. Same as the job control number.

Gain—The assumption of possession and responsibility for an item by a unit.

Green Condition—(Full Mission Capable (FMC)). Equipment/system functioning as required in T.O. specifications and capable of supporting its mission requirements.

Host Command—The command providing host base support to the activity maintaining a piece of equipment.

Inactive Equipment—Equipment not commissioned or installed to perform an operational mission or requirement. Includes equipment in storage, tactical and combat communications equipment not deployed, mockups, training equipment, and equipment not being utilized to perform a mission.

Inventory Category Codes—These codes are used in the allocation process and are divided into two categories; assignment and possession.

Loss.—The release of possession and responsibility for an item by a unit.

Mission Capable (MC)—A system's ability to perform at least one of its assigned peacetime or wartime missions. If no wartime mission is assigned, the system must be capable of performing any one assigned peacetime mission.

Mission Number—Is a twelve character code identifying the type of mission being flown. It consists of single and multiple characters identifying who is supported, what type mission is being flown (training, channel, contingency, etc) and various other elements of the mission assigned by the command, unit and FM and the last three characters are the Julian date the mission was scheduled.

Neutral Flight Crew—A crew not from the gaining or losing commands.

Possession—Possession is the actual acceptance, operational use (utilization), or designation of responsibility for an aircraft. Data collection is described in the appropriate users manual.

Red Condition—(Not Mission Capable - (NMC)). The system or equipment doesn't meet the T.O. specifications; therefore unable to perform any of its assigned missions or functions. Unusable (neither in use nor available for use). The equipment must be Red when you order parts Not Mission Capable Supply.

Requiring Command—The command with most of the requirements for use of the equipment under consideration.

Termination—The deletion of an aerospace vehicle from the Air Force Inventory because any of these apply: it is transferred to a non-Air Force activity, it is damaged beyond economical repair, or it is destroyed.

Trainer—Equipment designed and procured specifically for formal training programs. For this regulation, only trainers listed in Air Force Data Dictionary are reportable.

Attachment 2

MAINTENANCE STATUS CODES AND CONDITION STATUS CODES

NOTE: These codes are reported through the MIS to REMIS and are available to all REMIS users.

A2.1. FMC - Full Mission Capable. The aircraft is capable of doing all assigned missions. The formula for FMC rate is FMC hours/Possessed hours.

A2.2. MC – Mission Capable. Is a computer status that includes FMC and PMC time. The formula for MC hours = FMC hours + PMCM hours + PMCB hours + PMCS hours. The MC rate is determined by FMC hours + PMCM hours + PMCB hours + PMCS hours/Possessed hours.

A2.3. PMC - Partial Mission Capable. Material condition of an aircraft or training device indicating it can perform at least one, but not all, assigned missions.

A2.3.1. PMCB - Partial Mission Capable Both Maintenance and Supply (Condition Status Code F). The aircraft can do at least one, but not all, assigned missions because of maintenance and supply. The formula for PMCB rate is PMCB hours/Possessed hours.

A2.3.2. PMCM - Partial Mission Capable Maintenance (Condition Status Code G). Material condition of an aircraft or training device indicating it can perform at least one, but not all, assigned missions because of maintenance requirements existing on the inoperable subsystem(s). The formula for PMCM rate is PMCM hours/Possessed hours.

A2.3.3. PMCS - Partial Mission Capable Supply (Condition Status Code H). Material condition of an aircraft or training device indicating it can perform at least one, but not all, assigned missions because maintenance required to clear the discrepancy cannot continue due to a supply shortage. The formula for PMCS rate is PMCS hours/Possessed hours.

A2.4. NMC - Not Mission Capable. The aircraft cannot do any assigned missions.

A2.4.1. NMCA – Not Mission Capable Airworthy. The aircraft cannot do any assigned missions. The aircraft can fly (not restricted from use)

A2.4.2. NMCB - Not Mission Capable Both Maintenance and Supply. The aircraft cannot do any assigned missions because of maintenance and supply. The aircraft cannot fly (restricted from use). The formula for NMCB rate is NMCBA hours + NMCBS hours + NMCBU hours.

A2.4.2.1. NMCBA – Not Mission Capable Both Maintenance and Supply Airworthy. The aircraft cannot do any assigned missions because of maintenance and supply. The aircraft can fly (not restricted from use)

A2.4.2.2. NMCBS - Not Mission Capable Both Maintenance and Supply Scheduled (Condition Status Code B). The aircraft cannot do any assigned missions because of supply and scheduled maintenance. The aircraft cannot fly (restricted from use).

A2.4.2.3. NMCBU - Not Mission Capable Both Maintenance and Supply Unscheduled (Condition Status Code A). The aircraft cannot do any assigned missions because of supply and unscheduled maintenance. The aircraft cannot fly (restricted from use).

A2.4.2.4. NMCBSA - Not Mission Capable Both Maintenance and Supply Scheduled Airworthy (Condition Status Code L). The aircraft cannot do any assigned missions because of supply and scheduled maintenance. The aircraft can fly (not restricted from use).

A2.4.2.5. NMCBUA - Not Mission Capable Both Maintenance and Supply Unscheduled Airworthy (Condition Status Code K). The aircraft cannot do any assigned missions because of supply and unscheduled maintenance. The aircraft can fly (not restricted from use).

A2.4.3. NMCM - Not Mission Capable Maintenance. The aircraft cannot do any assigned missions because of maintenance. The aircraft cannot fly (restricted from use). The formula for NMCM rate is NMCMA hours + NMCMS hours + NMCMU hours/possessed hours.

A2.4.3.1. NMCMA - Not Mission Capable Maintenance Airworthy. The aircraft cannot do any assigned missions because of maintenance. The aircraft can fly (not restricted from use).

A2.4.3.2. NMCMS - Not Mission Capable Maintenance Scheduled (Condition Status Code D). The aircraft cannot do any assigned missions because of scheduled maintenance. The aircraft cannot fly (restricted from use).

A2.4.3.3. NMCMU - Not Mission Capable Maintenance Unscheduled (Condition Status Code C). The aircraft cannot do any assigned missions because of unscheduled maintenance. The aircraft cannot fly (restricted from use).

A2.4.3.4. NMCMSA - Not Mission Capable Maintenance Scheduled Airworthy (Condition Status Code N). The aircraft cannot do any assigned missions because of scheduled maintenance. The aircraft can fly (not restricted from use).

A2.4.3.5. NMCMUA - Not Mission Capable Maintenance Unscheduled Airworthy (Condition Status Code M). The aircraft cannot do any assigned missions because of unscheduled maintenance. The aircraft can fly (not restricted from use).

A2.4.4. NMCS - Not Mission Capable Supply (Condition Status Code E). The aircraft cannot do any assigned missions because of supply. The aircraft cannot fly (restricted from use). The formula for NMCS rate is NMCS hours + NMCSA hours/possessed hours.

A2.4.4.1. NMCSA - Not Mission Capable Supply Airworthy (Condition Status Code P). The aircraft cannot do any assigned missions because of supply. The aircraft can fly (not restricted from use).

A2.5. TNMC - Total Not Mission Capable. All NMCB + all NMCM + all NMCS added together equal TNMC. The aircraft cannot do any assigned missions. Same as NMC.

A2.5.1. TNMCS - Total Not Mission Capable Supply. NMCS, NMCBU, NMCBS, NMCSA, NMCBUA, and NMCBSA added together equal TNMCS. The aircraft cannot do any assigned missions because of supply. The formula for TNMCS rate is NMCB hours + NMCS hours/Possessed hours.

A2.5.2. TNMCM - Total Not Mission Capable Maintenance. NMCMU, NMCMS, NMCBU, NMCBS, NMCMUA, NMCMSA, NMCBUA, and NMCBSA added together equal TNMCM. The aircraft cannot do any assigned missions because of maintenance. The formula for TNMCM rate is NMCB hours + NMCM hours/Possessed hours.

A2.5.3. TPMCS - Total Partial Mission Capable Supply. PMCS and PMCB added together equal TPMCS. The aircraft can do at least one, but not all, assigned missions because of supply.

A2.5.4. TPMCM - Total Partial Mission Capable Maintenance. PMCM and PMCB added together equal TPMCM. The aircraft can do at least one, but not all, assigned missions because of maintenance.

A2.5.5. TNMCA - Total Not Mission Capable Airworthy. NMCBA, NMCMA, NMCMSA, NMCBUA, NMCBSA, NMCMUA, and NMCSA added together equal TNMCA. Same as NMCA.

A2.5.6. Total Flyable (TF). FMC, PMC and NMCA added together equal TF. The aircraft can fly.

Attachment 3

STANDARD MESL MISSION CODES

AAC - Air to Air Conventional

ACP - Airborne Command and Control (Command Post)

ACT - Airborne Command and Control (Tactical)

ACW - Airborne Command and Control (Early Warning)

ADC - Air Defense, Conventional

ADD - Air Defense, Dual

ADN - Air Defense, Nuclear

ALA - Airlift, Airland

ALE - Airlift, Evacuation

ALT - Airlift, Tactical

AMN - Administrative Support

AR - Air Refueling

ASC - Air to Surface, Conventional

ASD - Air to Surface, Dual

ASN - Air to Surface, Nuclear

ASY - Air Superiority

BFT - Basic Flying Training

CAS - Close Air Support

DSP - Defense Suppression

DTE - Developmental Test and Evaluation

DTS - Developmental Test Support

EC - Electronic Countermeasures

FAC - Forward Air Control

FC - Facility Checking

MSP - Missile Site Support

NT - Navigation Training

RS - Reconnaissance, Strategic

RT - Reconnaissance, Tactical

SAR - Search and Rescue

SAY - Surface to Air Recovery

SO - Special Operations

SOA - Special Operations, Airland

SOD - Special Operations, Airdrop

TR - Transition

TT - Tactical Training

WAS - Weather, Air Sampling

WR - Weather, Reconnaissance

Attachment 4

REFERENCES FOR CODES USED IN AIRCRAFT REPORTING

Serial Number. AFMAN 23-110 *USAF Supply Manual*, Vol 2

Mission, Design, and Series (MDS). Air Force Data Dictionary.

Aircraft Configuration Identifier. Air Force Data Dictionary.

Organization. Air Force Data Dictionary.

Command. Air Force Data Dictionary.

Station Location Code. Air Force Data Dictionary.

Possessed Purpose Code. Air Force Data Dictionary.

Local time of Change. Air Force Data Dictionary.

Type Action.

Gain - Air Force Data Dictionary.

Loss - Air Force Data Dictionary.

Termination - Air Force Data Dictionary.

Date:

Year

Consecutive Julian day (self-explanatory).

Command of Assignment. Air Force Data Dictionary.

Assignment Purpose Code. Air Force Data Dictionary.

Program Element Code. Air Force Data Dictionary.

Attachment 5

SAMPLE MOVEMENT REPORT

UNCLASSIFIED

01 01 xxxxxxZ OCT 03 RR RR UUUU
LGMW

FROM: SM-ALC MCCLELLAN AFB CA//LABR//

TO: HQ AFMC WRIGHT PATTERSON AFB OH//LGRC-AVDO //

INFO: (GAINING COMMAND/LOSING COMMAND AS APPLICABLE)

UNCLAS

SUBJ: AEROSPACE VEHICLE MOVEMENT REPORT RCS: HAF-ILM(AR)8003, REPORT NO. 01

AVP MDSVSN EAV LOCPUP

ACC5F61B-52H60-0000401 FEBX X

60-000056 29JANX X

60-000044 5 FEBX X

60-000055 30 JANMINOT AFBX

60-000047 10 JAN X X

ACC5F61F-4D65-1249629 JAN XMCCLELLAN AFB

65-12480 10 FEBX X

DES DEPWDAARR BAC TOD

X 60-000028 X 60-000043 X X

X 60-000058 60-000035

X 60-000031

X 65-1224265-1222565-12444X X

X 65-12623 65-12352

65-12346 65-12278

65-12472

POC (NAME, GRADE, AUTOVON)

PATRICIA A. SHEPPARD, LABR

71431, 18 OCT 96

UNCLASSIFIED

Attachment 6

DOWNTIME CODES FOR C-E EQUIPMENT

NOTE: The codes listed here give the reasons for C-E equipment downtime, for use in reporting status and inventory. See **Chapter 6** of this instruction. These codes will gradually be converted to status codes shown in parentheses after the downtime code.

A6.1. Maintenance Scheduled

A6.1.1. **A - Retrofit or Modification.** (Not Mission Capable Maintenance Scheduled (NMCMS) or Partial Mission Capable Maintenance Scheduled (PMCMS)). Use when you need to remove an active equipment item from its assigned mission for the field or depot to perform a modification such as a TCTO, Class I modification, or antenna change out. State the TCTO number, modification performed, antenna replaced, and performing activity in a comment.

A6.1.2. **B - Depot Maintenance Scheduled.** (Not Mission Capable Maintenance Scheduled (NMCMS) or Partial Mission Capable Maintenance Scheduled (PMCMS)). Use for scheduled Air Logistics Center (ALC) overhaul, radome painting, and other such operations. Includes scheduled maintenance done by engineering installation (EI) units, centralized repair activities (CRA), mobile depot maintenance (MDM) teams, and contractors. State the type of maintenance and performing activity in a comment.

A6.1.3. **C - Test (Orientation or Other).** (Not Mission Capable Maintenance Scheduled (NMCMS) or Partial Mission Capable Maintenance Scheduled (PMCMS)). Use for all scheduled tests or evaluations except preventive maintenance inspections (PMIs). Use downtime code "F" for deficiencies discovered as a result of the test. Indicate the type of test or evaluation in a comment.

A6.1.4. **D - Reserved for (Scheduled Maintenance)** . (Not Mission Capable Maintenance Scheduled (NMCMS) or Partial Mission Capable Maintenance Scheduled (PMCMS)).

A6.1.5. **E - Preventive Maintenance.** (Not Mission Capable Maintenance Scheduled (NMCMS) or Partial Mission Capable Maintenance Scheduled (PMCMS)). Use when the C-E equipment or channel is red or amber in its assigned mission because of scheduled PMIs required by Air Force, MAJCOM, or FOA directives. For deferred or incomplete PMIs, see downtime code "V". For discrepancies discovered during a PMI use downtime code "M". Comments are not required.

A6.1.6. **I - Scheduled Maintenance.** (Not Mission Capable Maintenance Scheduled (NMCMS) or Partial Mission Capable Maintenance Scheduled (PMCMS)). Use for scheduled maintenance not covered by other downtime codes. Add a comment to state the type of scheduled maintenance.

A6.2. Maintenance Unscheduled

A6.2.1. **F - Failed Flight Check or Operational Systems Check.** (Not Mission Capable Maintenance Unscheduled (NMCMU) or Partial Mission Capable Maintenance Unscheduled (PMCMU)). Use to record the time active equipment is not capable of performing its assigned mission due to inability to pass flight inspection or periodic operational system checks. Also for all JCNs opened as a result of deficiencies discovered during test, orientation, or other procedure (downtime code "C"). Enter the work unit code of the failed component.

A6.2.2. **M - Equipment Malfunction.** (Not Mission Capable Maintenance Unscheduled (NMCMU) or Partial Mission Capable Maintenance Unscheduled (PMCMU)). Use for equipment or component failure. Applies to components and equipment listed in the work-unit code manual for reportable equipment. Enter the work-unit code of the failed component. Add a brief description of the problem in a comment.

A6.2.3. **R - Emergency Maintenance.** (Not Mission Capable Maintenance Unscheduled (NMCMU) or Partial Mission Capable Maintenance Unscheduled (PMCMU)). Use when equipment doesn't meet technical order standards and you need to request outside assistance. Use a delay code until maintenance is actually being performed. Enter the WUC of the affected component or sub-system. State the type of assistance required in a comment.

A6.2.4. **U - Unknown.** (Not Mission Capable Maintenance Unscheduled (NMCMU) or Partial Mission Capable Maintenance Unscheduled (PMCMU)). Use for initial reporting of suspected equipment failure or malfunction. Change to a more specific code when you determine the nature of the outage. Use this code also for equipment failure or malfunctions that you can not duplicate or clear while checking. Add comments to describe the reported symptoms or events. WUC is not required for this code.

A6.3. Maintenance Other.

A6.3.1. **G - Vehicle Out of Commission.** Use when a vehicle that is an integral part of a C-E system is out of commission.

A6.3.2. **H - Host Base Action.** Use for reasons such as runway construction, building repair, and snow removal. State the specific action in a comment.

A6.3.3. **J - Damage or Deterioration.** Use for uncontrollable equipment damage caused by events other than weather or jamming (downtime codes "W" or "X"), such as natural disasters, vandalism, or riot. State the type and cause of the damage in a comment.

A6.3.4. **K - Relocating/Resiting.** Use for relocating or resiting of equipment for any reason except deployment and for runway changes of longer than 15 minutes. Describe the circumstances in a comment.

A6.3.5. **L - Associated Equipment Malfunction.** Use when associated or ancillary equipment that is not work-unit coded under the reportable equipment causes downtime. Does not apply to generators, air conditioners, or cables (see downtime codes "N", "P", and "Q"). Do not report circuit or distant end outages. Identify the equipment causing the outage in a comment.

A6.3.6. **N - Power Failure.** Use when downtime occurs due to loss of commercial, local, or backup power. Includes downtime due to unstable power and any recovery time.

A6.3.7. **O - Scheduled Software Maintenance.** Use for scheduled downtime for software change, maintenance, or testing.

A6.3.8. **P - Environmental Control.** Use for failure of temperature, humidity, and dust control equipment (air conditioning) that is not part of the end item.

A6.3.9. **Q - Cable Out.** Use for downtime due to defective or cut cable. For a cable cut, use comments to describe the incident.

A6.3.10. **S - Software/Program Errors.** Use when the equipment is down due to error in the operational program (software or firmware). Use this code only after you're sure that deficiencies in the operational program are causing the problem.

A6.3.11. **T - Training.** Use for downtime due to on-the-job training as approved by the Chief of Maintenance, Systems Flight Commander, or equivalent representative.

A6.3.12. **V - Military Priority.** Use when equipment must be shut down due to safety hazard, interference with other equipment, or direction from higher headquarters. Does not apply to jamming (see downtime code "X"). Also, use for red or amber conditions that result from a deferred or incomplete PMI. Add comments to cite the authority for the outage.

A6.3.13. **W - Atmospheric Disturbance or Weather.** Use for downtime caused by severe weather or atmospheric conditions, such as anomalous propagation, high winds, heavy snow, or icing. Indicate the specific type of disturbance or weather condition in a comment.

A6.3.14. **X - Jamming - Intentional/Unintentional.** Use for downtime due to interfering electrical signals. Report only unclassified information in the comments.

A6.3.15. **Y - Personnel Error.** Use for downtime caused by operator error, such as incorrect switch or button activation or failure to follow established operations or maintenance procedures. Explain the error in a comment.

A6.3.16. **Z - Frequency Change.** Use for downtime due to a frequency change of more than 15 minutes.

Attachment 7

DELAY CODES FOR C-E EQUIPMENT

NOTE: The codes listed here give the reasons for C-E equipment delay time, for use in reporting status and inventory. See **Chapter 6** of this instruction.

A7.1. Maintenance Unscheduled

A7.1.1. **A - Single Shift Maintenance.** Use when equipment or channel has malfunctioned and personnel are not available to correct the problem. Stops when on-call technicians arrive or the next duty day begins. Does not apply when the maintenance function is staffed for 24-hour operation.

A7.1.2. **C - Awaiting Technical Assistance from MAJCOM or FOA, AFMC, AFCSC, or Contractor.** Used when you've requested technical assistance from an activity. Stops when the assistance arrives at the site. Indicate the type of assistance in a comment.

A7.1.3. **E - Shift Change.** Use when work stops due to shift changes that exceed 30 minutes.

A7.1.4. **S - Skill Not Available.** Use when qualified maintenance personnel are not available to perform the required maintenance. Do not use this code when delay code "A" or "C" applies. Indicate in a comment why the required personnel aren't available.

A7.2. Other Delay

A7.2.1. **B - Awaiting Flight Check.** Use when an official flight check has been requested. Stops when an official certification flight check starts (see delay code "F"). Indicate the date and time of the scheduled flight check in a comment.

A7.2.2. **D - Lack of Funds.** Use when you lack organizational funds to order parts.

A7.2.3. **F - Flight Check.** Use to record the time required to perform an official certification flight check.

A7.2.4. **G - Awaiting System Check.** Use when awaiting quality control check, post-deployment inspection, or initial checkout (other than a flight check). Use to report a delay for a systems check by other than maintenance. Indicate the type of system check required in a comment.

A7.2.5. **H - Parts Awaiting Transportation.** Use when parts are awaiting transportation from maintenance control or are enroute to a remote maintenance detachment or location.

A7.2.6. **I - Parts Research.** Use when work stops due to research exceeding 30 minutes.

A7.2.7. **K - Off-Site Maintenance.** Use when a part goes to off-base maintenance activities for repair or fabrication . Also use this code when an activity other than the owning or using activity repairs or fabricates equipment on-base. Identify the type of repair and activity in a comment.

A7.2.8. **O - Host Base Support.** Use when you have requested support from an on-base activity, such as civil engineers. Stops when the assistance arrives at the site. Indicate the type of support in a comment.

A7.2.9. **T - Travel Time.** Use when maintenance delay is caused by travel of longer than 15 minutes between the maintenance organization and remote facility where the malfunction occurred.

A7.2.10. **U - Tools, Test Equipment, and Technical Data Not Available.** Use when maintenance doesn't have the tools, test equipment, or technical data needed to perform maintenance. State the tool, test equipment, or publication needed in a comment.

A7.2.11. **V - Military Priority.** Use when restoration of equipment to operational status is prevented by a directive of high military priority. Enter the directing authority in the "remarks" section.

A7.2.12. **W - Delay For Weather.** Use when you can not restore equipment due to weather conditions. Specify the weather conditions in a comment.

A7.2.13. **X - Awaiting Transportation.** Use when maintenance is delayed due to lack of transportation to the maintenance job location for tools, test equipment, technical data, and personnel.

A7.2.14. **Z - Other.** Use when you encounter a delay that is not covered by any other delay code. State the cause of the delay in a comment.

A7.3. Supply Delay

A7.3.1. **J - Supply Processing.** Use for on-base supply processing time. Starts when the work center or maintenance control logs in the requisition to the standard base supply system (SBSS) and stops when supply issues the parts or SBSS notifies maintenance control or the unit representative that the base does not have the parts. Also use this code when components are in the Reparable Processing Center and are needed to clear an equipment malfunction.

A7.3.2. **L** - Reserved for Backorder Supply.

A7.3.3. **M - Supply, MICAP Backorders.** Use when base supply notifies maintenance that they must go to the ALC or lateral for parts identified as MICAP requirements. Stops when the part arrives at base supply. Indicate in comments the off-base requisition number, NSN or part number, part name, supply status code, estimated shipping date, whether it was ordered NMC or PMC, and whether it went to depot or lateral.

A7.3.4. **N - Supply, Other Backorders.** Use when supply notifies maintenance that they must go to the depot or lateral for parts on non-MICAP requirements. Stops when the part arrives at base supply. Indicate in comments the off-base requisition number, NSN or part number, part name, supply status code, estimated shipping date, and whether it went to depot or lateral.

A7.3.5. **P - Supply, Local Purchase.** Use when you obtain parts through local off-base channels. Starts when the condition is declared and stops when the parts arrive at the site. Indicate the part required and source in a comment.

A7.3.6. **Q - Supply, Non-DoD.** Use when a non-DoD activity, such as FAA, or a foreign government or military establishment, supplies parts for the equipment. Indicate part number, message or requisition number, and estimated delivery date in a comment.

A7.3.7. **R - Supply, Contractor Support.** Use when a contractor supplies the parts for the equipment. Indicate part number, message or requisition number, and estimated delivery date in a comment.

A7.3.8. **Y - Supply, Delivery Time.** Use for a significant delay in delivery of parts from base supply to maintenance.

Attachment 8

HOW TO USE AF FORM 2691, AIRCRAFT/MISSILE EQUIPMENT PROPERTY RECORD

A8.1. Column A. Enter the julian date when the transaction is posted.

A8.2. Column B. Enter the supply account number followed by the request number from the custodian request log.

A8.3. Column C. Enter the quantity authorized, calculated by multiplying the quantity authorized by the number of aircraft or missiles.

A8.4. Column D. Enter the quantity due-in. Make due-in postings from the suspense copy of DD Form 1348-1A. Put a check mark in column D opposite the quantity originally due-in to indicate receipt or partial receipt of the items. ***NOTE:*** When due-ins are canceled, enter the quantity canceled in column D preceded by the abbreviation "Canx", and adjust the balance in column E.

A8.5. Column E. Enter the total quantity due-in. This entry represents the total quantity of due-ins recorded in Column D. Bring it up to date as changes occur.

A8.6. Column F. Enter the quantity received from any source.

A8.7. Column G. Enter the quantity turned in or transferred.

A8.8. Column H. Enter the quantity on hand. Enter a zero if there is none on hand. Make changes to this column when you receive, turn in, transfer, or terminate accountability for equipment with relief adjustment documents. Support changes to this column with a source document or relief documents prepared to end accountability for equipment signed out on AF Form 1297.

A8.9. Column I. Enter data required to show the location. In the next column, enter the quantity at that location. When equipment is signed for on AF Form 1297, enter the quantity in this column.

A8.10. Block 1. Enter the part number.

A8.11. Block 2. Optional. Enter the Expendability, Reparability, Recoverability and Category (ERRC) Code or leave blank.

A8.12. Block 3. When two or more possessed weapons systems are authorized common equipment items in the -21 T.O., enter the MDS that applies in this block.

A8.13. Block 4. These numbers correspond with -21 line numbers.

A8.14. Block 5. Enter the stock number of the item.

A8.15. Block 6. Enter a descriptive nomenclature to identify the item. If the item is classified, enter the word "Classified" after the nomenclature.

A8.16. Block 7. Enter the unit of issue (for example, "pair," "set," or "each").

A8.17. Block 8. Optional. Enter the unit price or leave blank.

A8.18. Block 9. Enter the weapon system that applies. For equipment common to two or more weapon systems, refer to instructions for block 3. Enter the MDS for the largest number of weapon systems possessed in this block. (For example, if 18 F-16As and 36 F-16Cs are possessed, enter F-16C in this block and F-16A in block 3.)

Attachment 9

HOW TO USE AF FORM 2692, AIRCRAFT/MISSILE EQUIPMENT TRANSFER/SHIPPING LISTING

Section A9A—Parts of the Form

A9.1. Box 1. Enter the organization title and the address of the activity initiating the transfer.

A9.2. Box 2. Leave blank.

A9.3. Box 3. Enter the MDS.

A9.4. Box 4. Leave blank.

A9.5. Box 5. Enter the organization title of the receiving activity. Also enter this note: "Aircraft/Missile Equipment for (MDS and serial numbers)."

A9.6. Box 6. Enter the authority for transfer.

A9.7. Box 7. Enter request number from AF Form 126.

A9.7.1. **Column A** . Enter the item number (1, 2, 3, and so forth).

A9.7.2. **Column B.** Enter stock or part number and nomenclature.

A9.7.3. **Column C.** Enter quantity authorized in the -21 T.O. per aircraft or missile.

A9.7.4. **Column D.** Enter the quantity installed or aboard the aircraft.

A9.7.5. **Column E.** Enter quantity shipped separately through transportation.

A9.7.6. **Column F.** The organization receiving the equipment enters the quantity received.

A9.7.7. **Column G.** Enter the reason or authority for shortages, if required (see paragraph **9.14.**).

A9.8. Box 8. Signature of official tasked to perform the final verification before the aircraft departs.

A9.9. Box 9. Enter the date of verification.

A9.10. Box 10. Signature of the official tasked to perform the acceptance inventory.

A9.11. Box 11. Enter the date of the acceptance inventory.

A9.12. Box 12. The receiving organization enters the request number from AF Form 126.

NOTE: After the last entry, the accountable officer preparing the form completes the certification at the bottom of the form.

Section A9B—Steps in Preparing and Processing AF Form 2692

A9.13. Accountable -21 Support Function:

A9.13.1. Prepares five copies of AF Form 2692.

A9.13.2. Keeps copy 5 in suspense file and destroys it when PS&D returns copy one.

A9.13.3. Sends copies 1 through 4 to appropriate PS&D.

A9.14. -21 Support Function Project Personnel:

A9.14.1. Verify all equipment authorized in the -21 T.O., or all equipment specified in the transfer directive, is listed on AF Form 2692.

A9.14.2. Task the maintenance officers of accountable functions to make an inventory at least 1 day before the scheduled departure of the aircraft. The maintenance officer will:

A9.14.3. Verifies all equipment on AF Form 2692 is installed or aboard.

A9.14.4. After verifying the equipment being transferred is installed or aboard, signs all four copies.

A9.14.5. Return copy 1 to the accountable function.

A9.14.6. Mail copy 2 to the PS&D of the gaining organization.

A9.14.7. Place copy 3 in the aircraft records binder for the aircraft being transferred.

A9.14.8. Hold copy 4 for 30 days in case the gaining organization needs to resolve discrepancies found during the acceptance inventory.

A9.15. Gaining Organization:

A9.15.1. Uses copy 2 or 3 of AF Form 2692 to conduct the acceptance inventory.

A9.15.2. If there are shortages, reviews AFTO 781-series forms to determine if the missing equipment was removed en route.

A9.15.3. If the equipment was removed at an en route base (the transferring organization didn't ship it), requests assistance from MAJCOM to resolve the shortage.

A9.15.4. Adjusts AF Forms 2691 to show the equipment gained in the transfer.

Attachment 10

HOW TO USE DD FORM 1149, REQUISITION AND INVOICE/SHIPPING DOCUMENT

Section A10A—Parts of the Form

A10.1. Box 1. Enter organization e.g. MAJCOM and base, Defense Plant Representative Office (DPRO), etc., possessing the aircraft..

A10.2. Box 2. Enter HQ AFMC LGRC-AVDO, Wright Patterson AFB, OH 45433.

A10.3. Box 3. Enter the name and address of the recipient indicated in the assignment directive.

A10.4. Box 4. Enter Foreign Military Sales (FMS) case designator, grant aid Reports Control Number (RCN), etc., if known.

A10.5. Box 5, 6, ,7 and 8. Leave blank.

A10.6. Box 9. Enter HQ USAF project number e.g., FMS 9F-35 or MAP9T-47 and the assignment directive number e.g., 79-635.

A10.7. Box 10. If shipment is by airlift or surface, make sure the person shipping the aircraft signs. Otherwise leave blank.

A10.8. Box 11a. Leave blank.

A10.9. Box 11b. Leave blank.

A10.10. Box 12. For shipment by airlift or surface, enter the date of shipment. Otherwise leave blank.

A10.11. Box 13. Indicate airlift or surface. Otherwise leave blank.

A10.12. Box 14. For shipment by airlift or surface, enter the initial bill of lading or manifest number.

A10.13. Box (a). Leave blank.

A10.14. Box (b). Enter MDS and serial number. If being ferried, enter the signature block of the ferry pilot and date of signature.

A10.15. Box (c) - (i). Leave blank.

A10.16. Box 15 - 17. Leave blank.

A10.17. Box 18. Self-Explanatory. Use is optional.

A10.18. Box 19. Leave blank.

Section A10B—Preparing and Processing DD Form 1149, Requisition and Invoice/Shipping Document

A10.19. Accountable Officer:

A10.19.1. Makes enough copies of DD Form 1149 to complete all steps.

A10.19.2. Sends all copies to the transportation office with the items being shipped.

A10.20. Transportation Officer:

A10.20.1. Assigns transportation control numbers (TCN) and signs all copies of DD Form 1149.

A10.20.2. Sends appropriate copies to the gaining traffic management office with the equipment being shipped.

A10.20.3. Returns three copies to the accountable officer.

A10.21. Accountable Officer:

A10.21.1. Sends two copies to the appropriate PS&D.

A10.21.2. Keeps one copy in suspense.

A10.22. Plans & Scheduling and Documentation (PS&D):

A10.22.1. Sends one copy to the PS&D of the gaining unit.

A10.22.2. Holds one copy for 60 Days in case the gaining unit needs help finding the equipment in transportation channels.

Attachment 11

SAMPLE AIRCRAFT GAIN MESSAGE

UNCLASSIFIED

01 01 101331Z JUN 96 PP RR UUUU ZYUW

FROM 142 FIG PORTLAND OR//MAMP//

TO 1MOS LANGLEY AFB VA//MXOOP//

INFO HQ ACC LANGLEY AFB VA//LGQM-AVDO//

HQ AFMC WPAFB OH//LGRC-AVDO//

ANGRC ANDREWS AFB MD//LGM-AVDO//

9AF SHAW AFB SC//LGMQ//

OO-ALC HILL AFB UT//LCT//LCTT//LIWCC//

WR-ALC ROBINS AFB GA//LBPL//LFOS//

UNCLAS

SUBJ: AFI 21-103, Aerospace Equipment Possession Change Report, HAF-ILM (AR)9480: GAIN.

(1) (2) (3) (4) (5) (6) (7) (8) (9)

8100000022/961421307(961421507Z)/F015C/ANG/CC/0142FINGP/TQJF/CC/GB/

(10) (11) (12) (13) (14) (15)

MUHJACC/ANG/019755/22 MAY 96/ASSIGNMENT CHANGE/NAME OF AVDO, DSN

SAMPLE AIRCRAFT GAIN MESSAGE (See paragraph **2.16.**)

INSTRUCTIONS

Addressees:

TO: Losing Organization

INFO: Losing command HQ and intermediate command HQ. Gaining command HQ and intermediate command HQ. Appropriate Air Logistics Center (ALC) System Program Director (SPD) and HQ AFMC/LGRC-AVDO.

SUBJECT:

AFI 21-103 Aerospace Equipment Possession Change Report, HAF-ILM (AR)9480: GAIN.

Required Information:

1. Serial number of the aircraft.

2. Date of gain (last two digits of year plus consecutive julian day) and local time of change, (followed by date and Zulu time) date and Zulu time of change shown in the loss and gain messages must agree.

3. MDS and configuration identifier (if applicable).

4. Assigned command.

5. Assignment purpose identifier.

6. Gaining organization.

7. Gaining organization station location code.

8. Gaining organization possession purpose identifier.

9. Type action code. (GB for a gain)

10. Losing organization station location code and command.

11. Command gaining aircraft.

12. Airframe hours.

13. Date of next major scheduled inspection due (time/date and type, i.e., phase, periodic, major or minor isochronal, etc.) (MAJCOM option, leave blank if not used).

14. Reason for movement, i.e., assignment change, PDM, ACI, etc.

15. Name and DSN telephone number of AVDO initiating message.

Attachment 12

SAMPLE AIRCRAFT LOSS MESSAGE

UNCLASSIFIED

01 01 101331Z JUN 96 PP RR UUUU ZYUW

NO

FROM 1MOS LANGLEY AFB VA//MXOOP//

TO 142 FIG PORTLAND OR//MAMP//

INFO HQ ACC LANGLEY AFB VA//LGQM-AVDO//

HQ AFMC WPAFB OH//LGRC-AVDO//

ANGRC ANDREWS AFB MD//LGM-AVDO//

9AF SHAW AFB SC//LGMQ//

OO-ALC HILL AFB UT//LCT//LCTT//LIWCC//

WR-ALC ROBINS AFB GA//LBPL//LFOS//

UNCLAS

SUBJ: AFI 21-103 Aerospace Equipment Possession Change Report, HAF-ILM (AR)9480:

LOSS.

(1) (2) (3) (4) (5) (6) (7) (8) (9)

8100000022/961421307(961421507Z)/F015C/ANG/CC/0142FINGP/TQJF/CC/LB/

(10) (11) (12) (13) (14) (15)

MUHJACC/ANG/019755/22 MAY 96/ASSIGNMENT CHANGE/NAME OF AVDO, DSN

SAMPLE AIRCRAFT LOSS MESSAGE (See paragraph **2.17.**)

INSTRUCTIONS

Addressees:

TO: Gaining organization.

INFO:

Gaining command HQ and intermediate command HQ.

Losing command HQ and intermediate command HQ.

Appropriate ALC system program director (SPD)

HQ AFMC//LGRC-AVDO//

Subject

AFI 21-103, Aerospace Equipment Possession Change Report, HAF-ILM (AR)9480: LOSS.

Required Information:

1. Serial number of the aircraft.

2. Date of loss (last two digits of year plus julian day) and local time of change (followed by date and Zulu time). Dates and Zulu times of change shown in the loss and gain messages must agree.

3. MDS and configuration identifier (if applicable).

4. Assigned command.

5. Assignment purpose identifier.

6. Losing organization.

7. Losing organization station location code.

8. Losing organization possession purpose identifier.

9. Type action code ("LB" for a loss).

10. Gaining organization station location code and command.

11. Command losing aircraft.

12. Airframe hours.

13. Date of next major scheduled inspection due (time/date and type, i.e., phase, periodic, major or minor isochronal, etc.) (MAJCOM option, leave blank if not used.

14. Reason for movement (assignment change, PDM, ACI, and so on).

15. Name and DSN telephone number of AVDO who is initiating the message.

Attachment 13

SAMPLE AIRCRAFT TERMINATION MESSAGE

UNCLASSIFIED

01 01 101331Z JUN 96 PP RR UUUU ZYUW

NO

FROM 1MOS LANGLEY AFB VA//MXOOP//

TO HQ AFMC WPAFB OH//LGRC-AVDO//

INFO HQ ACC LANGLEY AFB VA//LGQM-AVDO//

9AF SHAW AFB SC//LGMQ//

WR-ALC ROBINS AFB GA//LBPL//LFOS//

OC-ALC TINKER AFB OK//TISC//

OO-ALC HILL AFB UT//LCT//LCTT//LIWCC//

HQ USAF WASH DC//XPPE//

UNCLAS

SUBJ: AFI 21-103 Aerospace Equipment Termination Report, HAF-ILM(AR)9481.

(1) (2) (3) (4) (5) (6) (7) (8) (9)

8100000022/961422400(961430300Z)/F015C/ACC/CC/0001FTRWG/MUHJ/CC/T5/

(10) (11) (12)

ACC/ ENGINE SERIAL NUMBERS/NAME AND RANK OF OG/CC

SAMPLE TERMINATION MESSAGE (See paragraph **2.18.**)

INSTRUCTIONS

Addressees:

TO: HQ AFMC WRIGHT-PATTERSON AFB OH/LGRC-AVDO

INFO:

Possessing and assigned command HQ and, if applicable, intermediate command HQ.

HQ USAF/XPPE.

Appropriate ALC System Program Director (SPD).

Comprehensive Engine Management System (CEMS) Office, OC-ALC/MMDC

HQ AFMC/LGRC-AVDO//

SUBJECT:

AFI 21-103, Aerospace Equipment Termination Report, HAF-ILM(AR)9481.

Required information:

1. Serial number of the aircraft.

2. Date of termination (last two digits of year plus consecutive julian day) and local time of change (followed by date and Zulu time).

3. MDS and configuration identifier (if applicable).

4. Assigned command.

5. Assignment purpose identifier.

6. Possessing organization.

7. Possessing organization station location code.

8. Possession purpose identifier.

9. Type termination code for ADN message.

10. Possessing command.

11. Serial number(s) of primary propulsion engine(s) installed on terminated aircraft.

12. Name and rank of Operations Group Commander or designated representative.

Attachment 14

SAMPLE POSSESSION PURPOSE IDENTIFIER CODE CHANGE MESSAGE

CLASSIFIED

01 01 101331Z JUN 96 PP RR UUUU ZYUW

NO

FROM 1MOS LANGLEY AFB VA//MXOOP//

TO HQ ACC LANGLEY AFB VA//LGQM-AVDO//

INFO 9AF SHAW AFB SC//LGMQ//

HQ AFMC WPAFB OH//LGRC-AVDO//

WR-ALC ROBINS AFB GA//LBPL//LFOS//

UNCLAS

SUBJ: AFI 21-103 Aerospace Equipment Possession Purpose Identifier Code Change Report, RCS: HAF-ILM(AR)9482.

(1) (2) (3) (4) (5) (6) (7) (8) (9)

8100000022/961421307(961421507Z)/F015C/ACC/CC/0001FTRWG/MUHJ/CC/LF/

(10) (11) (12) (13)

BQ/ACC/REMARKS/NAME OF AVDO, DSN

SAMPLE POSSESSION PURPOSE IDENTIFIER CODE CHANGE MESSAGE

(See paragraph **2.19.**)

INSTRUCTIONS

Addresses:

TO: MAJCOM AVDO/Office symbol

INFO:

Intermediate command HQ/Office symbol.

Appropriate ALC System Program Director (SPD).

HQ AFMC/LGRC-AVDO

SUBJECT:

AFI 21-103, Aerospace Equipment Possession Purpose Identifier Code Change Report, RCS: HAF-ILM(AR)9482.

Required Information:

1. Serial number of the aircraft.

2. Date of possession purpose identifier change (last two digits of the year plus consecutive julian day) and local time of change (followed by date and Zulu time).

3. MDS and configuration identifier (if applicable).

4. Assigned command.

5. Assignment purpose identifier.

6. Possessing organization.

7. Station location code.

8. Possession purpose identifier from which the aircraft is changing.

9. Type action code ("LF").

10. Possession purpose identifier to which aircraft is changing.

11. Possessing command.

12. Remarks: Reason for change.

13. Name and DSN telephone number of AVDO initiating change and message.

Attachment 15

SAMPLE MDS/CONFIGURATION IDENTIFIER CHANGE MESSAGE

UNCLASSIFIED

01 01 101331Z JUN 96 PP RR UUUU ZYUW

NO

FROM 4MOS SEYMOUR JOHNSON AFB NC//MXOOP//

TO HQ ACC LANGLEY AFB VA//LGQM-AVDO//

INFO 9AF SHAW AFB SC//LGMQ//

HQ AFMC WPAFB OH//LGRC-AVDO//

OO-ALC HILL AFB UT//LACS//LAMPB//

UNCLAS

SUBJ: AFI 21-103, Aerospace Equipment MDS/Configuration Identifier Change Report, RCS: HAF-ILM(AR)9483.

(1) (2) (3) (4) (5) (6) (7) (8) (9)

8100000022/961421300(961422400Z)/F015E/ACC/CC/0004FTRWG/VKAG/CC/LC/

(10) (11) (12)

F015EP S/ACC/NAME OF AVDO, DSN

SAMPLE OF MDS CONFIGURATION CHANGE MESSAGE (See paragraph **2.20.**)

INSTRUCTIONS

Addressees:

TO: MAJCOM AVDO//OFFICE SYMBOL

INFO:

Intermediate command HQ.

HQ AFMC/LGRC-AVDO.

Appropriate ALC System Program Director (SPD).

SUBJECT:

AFI 21-103, Aerospace Equipment MDS/Configuration Identifier Change Report, RCS: HAF-ILM(AR)9483.

Required Information:

1. Serial number of the aircraft.

2. Date of change (last two digits of the year plus consecutive julian day) and local time of change (followed by date and Zulu time) which must equal 2400Z.

3. Old MDS/configuration identifier.

4. Assigned command.
5. Assignment purpose identifier.
6. Possessing organization.
7. Station location code.
8. Possession purpose identifier.
9. Type action code (LC).
10. New MDS/configuration identifier.
11. Possessing command.
12. Name and DSN telephone number of AVDO who is initiating the message.

Attachment 16

EQUIPMENT STATUS REPORTING FOR AIRFIELD METEOROLOGICAL SYSTEMS

A16.1. AN/FMQ-13 Digital Wind System

A16.1.1. If any *Sensor* is out, report system NMC (Not Mission Capable)(red).

A16.1.2. *Base Weather Station (BWS) Recorder* is out, report system NMC (red).

A16.1.3. If *Master Indicator* is out and *Back Up Indicator* is functioning, report system PMC (Partial Mission Capable) (amber). Downgrade to NMC (red) at unit discretion.

A16.1.4. If both *Master* and *Back Up Indicators* are out, report system NMC (red).

A16.1.5. If any other *(Regular) Indicator* is out, report system PMC (amber). Downgrade to NMC (red) at unit discretion.

A16.1.6. Report FMC (Full Mission Capable)(green) when all components of system are operating normally.

A16.2. AN/GMQ-34 Cloud Height Set

A16.2.1. If any Ceilometer is out, report system NMC (red).

A16.2.2. If BWS Indicator is out, report system NMC (red).

A16.2.3. Report FMC (green) when all components of system are operating normally.

A16.3. AN/GMQ-32 Transmissometer

A16.3.1. If any Projector and/or Receiver is out, report system NMC (red).

A16.3.2. If BWS Indicator is out, report system NMC (red).

A16.3.3. Report FMC (green) when all components of system are operating normally.

A16.4. AN/FMQ-8 Temperature/Dewpoint Set

A16.4.1. If Field Sensor is out, report system NMC (red)

A16.4.2. If BWS Indicator is out, report system NMC (red).

A16.4.3. Report FMC (green) when all components of system are operating normally.

A16.5. ML-658GM DBASI

A16.5.1. Report NMC (red) for any fault indication.

A16.5.2. Report FMC (green) when unit is operating normally (no alarm indications).

Attachment 17

LOADING SERIAL NUMBERS FOR WEATHER SERVICE SYSTEMS

A17.1. ML-658/GM Digital Altimeter-Barometer - Use the serial number located on the unit.

A17.2. AN/FMQ-8 Ambient Temperature and Dewpoint Measuring Set - The AN/FMQ-8 does not have a “system” serial number. Use the Base Weather Station Indicator serial number as the top level (AA000) system serial number.

A17.3. AN/FMQ-13 Wind Measuring Set - The AN/FMQ-13 does not have a “system” serial number. Use the Base Weather Station RO-558 Recorder serial number as the top level (AA000) system serial number.

A17.4. AN/GMQ-32 Transmissometer Set - The AN/GMQ-32 does not have a “system” serial number. Use the Base Weather Station Indicator serial number as the top level (AA000) system serial number.

A17.5. AN/GMQ-34 Cloud Height Set - The AN/GMQ-34 does not have a “system” serial number. Use the Base Weather Station IP-1456 Indicator serial number as the top level (A0000) system serial number.

A17.6. AN/FMQ-12 Digital Ionospheric Sounding System - Use the serial number located on the equipment (transmitter) rack.

A17.7. AN/GMQ-33 Tactical Cloud Height Set - Use the serial number located on the unit.

A17.8. AN/TMQ-34 Tactical Meteorological Measuring Set - Use the serial number from the plaque on the component case.

A17.9. ML-17 Rain Gauge - Use the serial number located on the unit.

A17.10. ML-102 Barometer - Use the serial number located on the unit.

Attachment 18

AEROSPACE VEHICLE AND TRAINER PURPOSE IDENTIFIER CODES

NOTE: The following codes were extracted from the Air Force Data Dictionary maintained by SAF/FMPT, Budget Information Systems, and are provided as a convenient list for users. MAJCOMS will determine which codes are applicable for use among their units.

A18.1. BJ - Crash/Battle Damage Awaiting AFMC Assistance or Decision. Aerospace vehicles and trainers for which AFMC assistance has been requested for repair of crash or battle damage and will be effective upon submission of AFTO Form 92 Condition Inspection Report IAW T.O. 1-1-638, Repair and Disposal of Aerospace Vehicles and will apply until actual transfer of possession to AFMC.

A18.2. BK - Command Programmed Maintenance. Aerospace vehicle being processed through a major command directed funded and operated maintenance program (i.e. command central corrosion facility). Not used when aircraft are undergoing unscheduled maintenance scheduled inspections or TCTO. Must be approved by MAJCOM HQs prior to use.

A18.3. BL Extended Transit Maintenance. Applies to aerospace vehicles when transient maintenance requires more than 7 days to repair the transient aerospace vehicle. The gain will be reported by the organization responsible for the maintenance.

A18.4. BN - Crash Damage Base. Aerospace vehicles and trainers on which AFMC assistance is not required for repair of crash damage.

A18.5. BO - Battle Damage. AFMC assistance not required. Applies to battle damaged aerospace vehicles on which AFMC assistance is not required for repair of the damage.

A18.6. BQ - Major Maintenance Awaiting AFMC Decision/Action. Aerospace vehicles and trainers for which AFMC has been requested to provide repair assistance beyond the possessing command`s ability. Use will begin when the aerospace vehicle or trainer is no longer usable for its intended purpose and the request for assistance is submitted. The use will continue until the decision is provided the repair action taken or possession transferred to AFMC. Crash damaged aerospace vehicles will not be reported as BQ.

A18.7. BR - Major Maintenance Awaiting Parts. Aerospace vehicles and trainers which require major maintenance for which the necessary major components have not been programmed and are not available in AF stocks. Use of this code is restricted to large scale programs e.g. replacement of all T-38 wings and not to single isolated incidents. Use of the code must be agreed upon by both the operating Majcom and the System Manager. Aerospace vehicles and trainers in BRstatus are not MICAP reportable.

A18.8. BT - Aerospace Vehicle Transfer. Applies to aerospace vehicle transfers for the period of time that the aircraft is not available to accomplish its assigned mission. To be used for reporting during the period of transfer beginning with preparation for transfer through recovery after arrival at the new location. Aircraft assigned this code will not be considered available for generation during operational readiness inspection (ORIs) and will not be chargeable to unit NMC/PMC rates. Use of this code is optional but must be approved by MAJCOM headquarters prior to use.

A18.9. BU - DEPOT LEVEL MAINTENANCEDepot level maintenance - Depot level work performed at unit level when AFMC has formally acknowledged acceptance of the responsibility to repair the aerospace vehicle IAW T.O. 00-25-107 and ALC has authorized repair by possessing unit. Work is performed by the owning unit to expedite the repair action when the unit possesses the technical expertise support equipment and is qualified to accomplish the repair. Use of this code must be agreed upon by both the operating MAJCOM and the system program manager. The use will continue until the repair action is complete or the possession is changed to flyable code.

A18.10. BW - WEATHER/BIRD STRIKE DAMAGE AWAITING AFMC ASSISTANCE OR DECISION. Aerospace vehicles has been requested for repair of aircraft damage and will be effective upon submission of AFTO FORM 9Z *Condition Inspection Report* IAW T.O. 1-1-638, Repair and Disposal of Aerospace Vehicles and will apply until actual transfer of possession to AFMC. Use of this code is optional but must be approved by MAJCOM headquarters prior to use.

A18.11. BX - WEATHER/BIRD STRIKE DAMAGE BASE. Aerospace vehicles and trainers on which AFMC assistance is not required for repair of aircraft damage. Use of this code is optional but must be approved by MAJCOM headquarters prior to use.

A18.12. CA - Combat Support. Aerospace vehicles assigned or possessed for the primary mission of direct support of units engaged in conflict. Includes: tactical and aeromedical airlift weather reconnaissance or surveillance intellegence and securuty activities navigation air refueling air rescue airborne warning and control airborne command post photo mapping communications relay or special operations missions.

A18.13. CB - Combats Tactics Development and Equipment Evaluation. Aerospace vehicles assigned or possessed for developing improving or evaluating operational employment ability i.e. OTandE.

A18.14. CC - Combat. Aerospace vehicles assigned or possessed for the primary mission of delivering munitions or destructive materials against or engaged in direct contact with enemy forces. Includes: Strategic or tactical bomber strategic or tactical interceptor strategic or tactical reconnaissance forward air control tactical electronic warfare tactical fighter or attack tactical drone/RPV or fixed wing gunship special operations missions.

A18.15. CD - Combat Unit Missiles--Semiready. Includes: Missiles possessed by missile units in process of being assembled and checked out and missiles which are assigned in excess of the number of launchers available.

A18.16. CE - Initial Alert Preparation of Ground Launched Missiles. To be used to report missiles which are mated to launchers during the period between acceptance by the using command and initially being placed on alert. When alert status is assumed the missiles will be identified as CC.

A18.17. CF - Combat Auxiliary Support. Aerospace vehicles assigned or possessed to accomplish essential functions that cannot be performed economically in the primary aerospace vehicles of combat and combat support units. Includes: Radar site evaluation and support target support range support missile site support and traffic control and landing system inspection missions.

A18.18. CR - Combat Unit Missiles--Crate. Missiles possessed by missile units that are crated or in unassembled storage.

A18.19. DJ - Depot Level Maintenance Possession--Depot Level Work. Applies to aerospace vehicles awaiting depot level work either at a depot a contract facility or the base organization location (To be performed by Depot Contract or Rapid Area Maintenance (RAM) RAM/field teams) or awaiting shipment to the appropriate repair facility. To be used when AFMC assistance has been requested and AFMC has formally acknowledged acceptance of the responsibility to repair the aerospace vehicle IAW T.O. 00-25-107.

A18.20. DK - Contract Work. Aerospace vehicles and trainers on contract to a civilian repair facility (Domestic or Foreign) for the performance of Programmed Depot Maintenance (PDM) repair modification modernization instrumentation T.O. compliance reconditioning. Aerospace vehicles receiving maintenance as DKwill be reported as possessed by AFMC.

A18.21. DL - Depot Delivery Flight. For use by AFMC flight test activities for aircraft delivery to or from depot facilities. Includes: Training flights prior to input into the work facility.

A18.22. DM - Depot Level Maintenance Possession--Depot Level Work RAM/Field Teams. Aerospace vehicles undergoing maintenance beyond organizational/intermediate level capability. Includes: Depot level work being performed at the base organization location by Depot Contract or RAM/field teams.

A18.23. DN - Depot Level Assignment--Depot Level Work Resulting In MDS Change. Aerospace vehicles in USAF depots (Domestic or Foreign) or contract facilities for the performance of maintenance modification modernization technical order compliance or reconditioning of a magnitude that results in a Mission-Design-Series (MDS) change. Aerospace vehicles in this category will be reported as both assigned and possessed by AFMC.

A18.24. DO - Depot Level Maintenance Possession--Depot Work. Aerospace vehicles and trainers at USAF depots (domestic or foreign) undergoing programmed depot maintenance (PDM) repair modification modernization technical order compliance instrumentation reconditioning.

A18.25. DR - Post Depot/Contractor Maintenance. Applies to aerospace vehicles after depot work (DO or DN) contract work (DK) or RAM/field team (DM) maintenance have been completed and the vehicle is in preparation for functional check flight (FCF) or delivery to the organization that will possess it. To be used from the time when the aircraft has been released for FCF during FCF and the maintenance required after the FCF.

A18.26. EB - Contractor Test/Test Support. Aerospace vehicles provided to contractors as government furnished property (GFP) in support of a prime Air Force contract. These aerospace vehicles will be utilized for complete system evaluation testing to improve the capabilities of the designated aerospace vehicle support of specific test programs or production support.

A18.27. ED - Prototype Test. Unaccepted prototype experimental or preproduction aerospace vehicles procured and utilized in support of a prime Air Force contract when conditions of acceptance are contin-

gent upon contractor achevement of a specified milestone. Aerospace vehicles in this category are assigned for overall inventory accounting purposes only. Assignment action does not affect contractors or program management. Reporting requirements applicable to Accepted aerospace vehicles do not apply.

A18.28. EH - Test Support. Aerospace vehicles assigned or possessed for participation in test programs. Includes: PACE CHASE Test Bed Range and Test Pilot Training Support.

A18.29. EI - Test. Aerospace vehicles assigned or possessed for complete system evaluation or for testing to improve the capabilities of the aerospace vehicle designated.

A18.30. EJ - Ground Test. Aerospace vehicles assigned or possessed for nonflying ground testing and evaluation of the aerospace vehicle or systems.

A18.31. IF - Industrial Fund. Aerospace vehicles assigned to or possessed by AMC for the accomplishment of single manager operations for airlift service. Includes: aircraft assigned to or possessed by strategic airlift tactical airlift domestic aeromedical or airlift units.

A18.32. NY - Non-Appropriated Fund. Aerospace vehicles or trainers on loan to USAF non-appropriated funded activities e.g. aero clubs.

A18.33. PJ - Enroute Aerospace Vehicles or Trainers--Other Than Delivery Flight. Aerospace vehicle and trainer transfers involving the disassemby crating or preparation for means other than flight. To be used for reporting during the period of preparation for transfer and reassembly or check upon arrival at the new location.

A18.34. PL - Enroute Aircraft--Delivery Flight. Applies to all aircraft transfers accomplished by a neutral flight crew (Crew not under the control of the losing or receiving command). Used for reporting from the time of acceptance by the flight crew to the time of delivery to the receiving organization.

A18.35. PM - Security Assistance Program (SAP) Aerospace Vehicles Temporary Diverted to USAF. Aerospace vehicles programmed for delivery and assignment to foreign countries under SAP which have been temporarily diverted to USAF for any purpose.

A18.36. PN - Other Than SAP. Aerospace vehicles temporarily possessed by USAF for any purpose for delivery and assignment to recipients other than SAP countries ie. USN USA ONA AFM etc.

A18.37. PP - New Production. To be used only by government plant represtatives to indicate aerospace vehicles which have been accepted but have not been reported/released to intended recipient.

A18.38. PR -Flyable Storage. Aerospace vehicles which are not currently used for accomplishment of any USAF mission involving flight but which are maintained in readiness for flight IAW technical orders.

A18.39. TB - Operational Readiness Training (ORT). Missiles which have been excused from EWO alert requirements for the purpose of accomplishing operational readiness training.

A18.40. TF - Training: Aerospace vehicles assigned or possessed to accomplish student training combat crew training or dissimilar air combat training or combat crew training.

A18.41. TJ - Ground Instruction Active. Trainer and temporarily assigned or possessed aerospace trainers and temporarily assigned aerospace vehicles used for ground instruction purposes.

A18.42. TX - Ground Instruction Inactive. Aerospace vehicles normally with a Gprefix permanently assigned or possessed for ground instructional purposes.

A18.43. VJ - Contract Work. (AFMC only) Aerospace Vehicles or trainers on contract to a civilian contractor (domestic or foreigh) for the performance of modification maintenance or instrumentation not funded by AFMC. To be reported as possessed by the contractor at the physical location of the vehicle or trainer (contractor facility or base).

A18.44. VN - Contract Work Resulting in MDS Change. Aerospace vehicles on contract to a civilian facility for the performance of vehicle modification or instrumentation resulting in Mission-Design-Series (MDS) change. Aerospace vehicles in this category will be reported as both assigned and possessed by AFMC.

A18.45. XJ - Excess to Command. Aerospace vehicles or trainers which have been reported to the HQ USAF/XPPL as excess to the requirements of the possessing command or vehicles designated by HQ USAF as not currently required by a command and on which the possessing command is awaiting disposition instructions. The processessing Vehicles will be maintained in a serviceable condition.

A18.46. XK - Inactive-Standby. Trainers in a standby status until required to meet a projected training requirement. Standard modification procedures will apply while the trainer is in a standby status.

A18.47. XR - Inactive Aerospace Vehicles for Which Headquarters USAF Approval is Required. This code will not be issued or withdrawn without specific approval of Headquarters USAF/XPP. The assigned command will determine how these vehicles will be used however no change in external configuration is authorized and disposal requires Headquarters USAF/XPP approval.

A18.48. XS - Inviolate StorageInactive aerospace vegicles or trainers stored intact in anticipation of specific future requirements. Aerospace vegicles in this category will normally be prepared for a storage period in excess of 90 days in a manner which will provide mazimum aircraft preservation (AMARC 1000 type storage). Parts (including engines) will not be removed without approval of HQ USAF/ILM. If parts are removed the weapon system SPD and engine PGM will take concurrent action to acquire serviceable replacements which need not be reinstalled but which must be earmarked for the specific aerospace vegicles from which removed. Parts need not be stored at AMARC if inventory managers can assure accountability by MDS and aircraft serial number at an alternate storage location. If it is not feasible to acquire replacement parts the SPD will submit a waiver request to HQ USAF/ILM or a request to reclassify the aircraft to another storage category to HQ USAF/XPPL. Aerospace vehicles or trainers will not be moved from other storage categories to XS until all replacement parts are acquired to restore the aircraft to a flyable condition.

A18.49. XT - Security Assistance Program(SAP) Hold Storage Inactive aerospace vehicles or trainers stored in anticipation of specific future SAP repuirements for transfer to foreign governments either as a foreign military sale (FMS) or at no cost as excess defense articles (EDA). Aerospace vehicles and trainers in this category are excess to DoD needs as flyable aircraft but may not be excess to DoD spare parts or component requirements. Aerospace vehicles in this category will normally be prepared for storage period in excess of 90 days and in a manner which will provide maximium aircraft preservation (AMARC 1000 type storage). the SPD may initiate selected parts removal on input to storage and priority parts removals during storage without action to acquire or replace the removed parts. Since SAF/IA expects aerospace vehicles and trainers made avail for sale will usually be whole the SPD will coordinate parts removal actions with SAF/IA through HQ USAF/ILMY. Acquisition of replacement parts will be initiated if the aircraft is reclassified to XS or designated for withdrawal in other than as is where is condition. Before aerospace vehicles and trainers in this category may be offered for transfer as EDA (i.e. Foreign Assistance Act (FAA) Section 516517519 etc.) HQ USAF/ILMY shall coordinate with HQ USAF/ILS to determine if DoD spare parts or components must be removed to support DoD needs as required by Federal Property Management Regulations (41 CFR 101-43.102) and DoD policy (DoD 4160.21-M).

A18.50. XU - Contractor Other. Aerospace vehicles or trainers provided to approved USAF contractors as government furnished property for other than RDT&E purposes.

A18.51. XV - USAF Storage . Inactive aerospace vehicles or trainers stored to provide spare parts and components for the remaining operational mission aircraft. Aerospace vehicles and trainers in this category will normally be prepared for a storage period in excess of 90 days and preserved in a manner that will minimize expenditure of resources while maintaining components and parts in a reclaimable condition (AMARC 2000 type storage). The weapon system SPD may direct selected parts dsremoval on input to storage and priority removals during storage with no parts reprocurement or replacement action required unless the aircraft are recategorized to XS or designated for withdrawal in other than as is where is condition. Aerospace vehicles or trainers in this category are not axcess to DOD requirements

A18.52. XW - Awaiting Determination. Aerospace vehicles lost as a result of a flying accident awaiting determination of applicable termination code (5 6 or 7).

A18.53. XX - Inactive aerospace vehicles or trainers placed in economical storage with no preservation of airframe and engines (AMARC 4000 type storage). The weapon system SPD may direct selected parts removal and/or preservation upon input to storage and proirity removals during storage with no parts reprocurement or replacements action requirred unless the aircraft are recategorized to XS or disignated for withdrawal in other than as is where is condition HQUSAF/XPPL will ensure aircraft are ecxess to DOD operational needs. Components and repair parts are not excess until DoD reclamation requirements have been satisified. Aircraft remain in this category until HQ USAF/XPPL directs reclamation or other disposition.

A18.54. XY - Lease Loan. Aerospace vehicles or trainers on lease to commercial agencies or loaned to other governmental agencies for accomplishment of tests or other projects.

A18.55. XZ - Lost or Missing. Aerospace vehicles missing in flight to be used when an aerospace vehicle fails to arrive at its destination due to an enroute mishap (Combat loss or other). Its location and condition may be known but physical verification cannot be made or official termination requirements (AFM

67-1 Vol Part One Chapter 16) have not been completed. Missiles will be reported in this category when they have been destroyed by any means but have not been terminated from the inventory.

A18.56. YZ - AF Museum, ABDR, & Non - USAF (Note3)REMIS Accountability Only. Aerospace vehicles assigned to the USAF Museum (AFM), Aircraft Battle Damage Repair (ABDR), non-USAF agencies (a.g., USA, USN, EDA, FMS, ONA). Not to be used for foreign government owned (FGO/GAF)aircraft under USAF operational control.

A18.57. ZA - Special Activity. Aerospace vehicles assigned or possessed to accomplish special mission. Includes: Aerial Demonstration Attache MAAG Military Group and other special missions.

A18.58. ZB - Operational Support. Aircraft assigned or possessed to perform air force directed support airlift during peacetime contingencies and wartime. These missions include priority movement of personnel and cargo with time place or mission sensitive requirements.