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Operations

**MISSION RELIABILITY REPORTING SYSTEM
(MRRS)**

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This instruction implements AFD 10-2, *Readiness*. It establishes directives and procedures used in reporting and monitoring Mobility Airlift Forces (MAF), air refueling, training, and services missions. This instruction applies to all personnel using the MAF C2 Systems for mission movement reporting and analysis. This instruction applies to the Air National Guard (ANG) when published in the ANGIND 2, *Numerical Index of Air National Guard and Applicable Publications*; and Air Force Reserve Command (AFRC) when published in AFRCIND 2, *Numerical Index of Applicable Gaining Command Publications*. This instruction supercedes AMCI 10-202 Volume 6 dated 1 June 1997 and incorporates all interim changes previously published. This instruction, specializing in reporting procedures, is associated with other publications governing MAF Operations. This instruction emphasizes instructions not included in documentation associated with automated systems, such as the Command and Control (C2) Information Processing System (C2IPS) Job Performance Requirements List (JPRL) and the Global Decision Support System (GDSS) User's Guide. The reporting requirements in this instruction 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 Collection*.

SUMMARY OF REVISIONS

This interim change (IC) CY-01 deletes the requirement for a secondary deviation code to follow the 505 and 516-deviation code. It also deletes the requirement for Air National Guard Mission Numbers created IAW AMC Mission ID Encode/Decode Tables Document to adhere to the guidance established within AMCI 10-202 Volume 6, Figure 4.4. **A bar (|) indicates a revision from the previous edition.**

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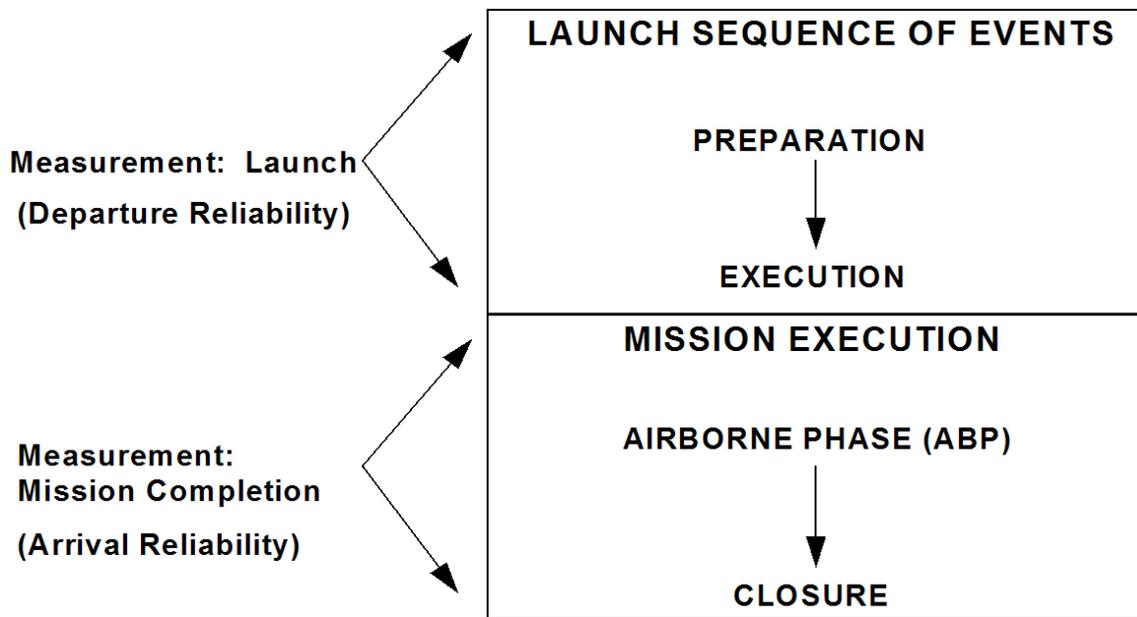
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Chapter 1
OVERVIEW

1.1. General. The Mission Reliability and Reporting System (MRRS) is designed to provide the United States Transportation Command (USTRANSCOM), Air Mobility Command (AMC), other MAJCOMs, Numbered Air Forces (NAF), and unit commanders with the information necessary to conduct command and control and the ability to assess and improve the health of the air mobility component of the Defense Transportation System (DTS). MRRS should not be used as a report card. MRRS is a tool to improve the movement of Mobility Air Forces (MAF) aircraft from the launch sequence, through the air mobility system until mission completion, as shown in **Figure 1.1**.

Figure 1.1. Mission Launch and Execution Model.



1.2. Applicability. This instruction applies to all users of all MAF C2 systems. MAF C2 systems users managing MAF aircraft within their operational control will comply with this instruction to the maximum extent possible according to approved Command to Command Agreements (CCA), Memorandums of Agreements (MOA), Memorandums of Understanding (MOU), etc..

1.3. Administration.

1.3.1. Distribution and Control. Distribution of this volume of AMCI 10-202 Volume 6 is authorized for all agencies required to support mission monitoring of MAF assets.

1.3.2. Supplements and Revisions. Supplements to this volume are not authorized. Recommendations for changes to this publication will be submitted to HQ AMC/A33C via e-mail <mailto:amc.a33c@scott.af.mil>.

1.3.3. Waivers. Process waiver requests in accordance with AFI 33-360, Volume 1, *Publications Management Program* and/or AMCI 10-202, Volume 2, *Command and Control Responsibilities and Procedures*. All waiver requests to this instruction will be sent to HQ AMC/A33C.

1.3.4. Air Mobility Command is the lead agency for all MAF issues IAW AFDD 2-6, *Air Mobility Operations*. System recommendations and suggested process improvements should be addressed to HQ AMC/A38IA via e-mail (<mailto:amc.a3ra@amc.af.mil>), the system web site, or the built-in system suggestion box/e-mail.

1.3.5. Office of Primary Responsibility (OPR). HQ AMC/A33C is the OPR for this instruction. The following functions and associated OPRs are provided to aid in resolving problems encountered.

AREA	OPR
Current Operations (Policies and Procedures)	HQ AMC/A33O
Mission Reliability Office (MRO)	HQ AMC/A33C
C2 System Functional Manager	HQ AMC/A38R
C2 Technical Support	HQ AMC/A66C
Aerial Port Operations	HQ AMC/A43
Contract Airlift	HQ AMC/A34Y
Aircraft Maintenance	HQ AMC/A44
Transportation	HQ AMC/A43
Integrated Flight Management	HQ AMC/A37T
Supply (Parts and Fuels)	HQ AMC/A47
Tanker Airlift Control Center (TACC)	TACC/XOC
Current Operations (Scheduling)	TACC/XOB/XOG/XOO/XOP
Tanker Operations	TACC/XOOK
Aeromedical Evacuation Mission Monitoring	TACC/XOGA
Special Air Mission (SAM) Reporting	89 AW
Special Air Resource (SPAR) Reporting	6 ARW

Chapter 2

MISSION RELIABILITY

2.1. General. The mission reliability program measures operational effectiveness by tracking mission departure delays at AMC CONUS, enroute, and transient locations. Commander-to-commander dialogue throughout the chain of command is essential. Although deviations are identified as controllable at one command level, some changes may necessitate coordination or action at other command levels due to the interrelated nature of the Air Mobility system.

2.1.1. Mission reliability analyzes data by aircraft type and location. The program only measures AMC missions at/or transiting through AMC locations. AMC-gained aircraft are only included in this analysis when flying AMC missions at/or transiting through AMC locations. MAF aircraft not on AMC missions are not included in mission reliability analysis. In addition, AMC aircraft transiting non-AMC locations and CHOPPED aircraft are never included in mission reliability analysis. Lastly, mission reliability analysis is conducted by location not by unit; consequently, multiple units staged from one location cannot be differentiated.

2.2. Mission Reliability Analysis. Mission reliability analysis is used at both the HQ AMC and unit level to identify and correct negative trends. The HQ AMC staff uses mission reliability data to analyze aircraft systems performance, evaluate business rules, and review functional-level processes. Local commanders will use mission reliability data to assess internal processes which affect their station's ability/inability to produce on-time mission departures.

2.2.1. HQ AMC Directors will establish procedures and designate division level OPRs to monitor mission reliability data integrity periodically throughout the month. Division OPRs will work with unit level OPRs to correct integrity problems and elevate, as required, for problem resolution. Division level OPRs will also monitor mission reliability trend data and develop courses of action to improve reliability, as appropriate.

2.2.2. HQ AMC/A33 provides a mission reliability briefing to AMC/CV, AMC/A3 and the 18AF/CC on a monthly basis. The briefing highlights mission reliability data by location and airframe using the formulas provided in **Paragraphs 2.3.**

2.2.3. Unit commanders will establish written procedures and designate representatives to review/validate mission reliability information on a monthly basis using the following five-step process:

Table 2.1. Five-Step Mission Reliability Performance Process.

1.	Detect a change in reliability using the Deviation Accountability Rate formula.
2.	Analyze the data to identify causal factors for the changes.
3.	Document factors impacting reliability and develop a course of action to improve departure reliability.
4.	Implement changes for improving reliability.
5.	Return to step #1 to assess the effectiveness of implemented changes; adjust as necessary, and identify new factors affecting mission reliability.

2.2.4. The AMC History System (AHS) is the official data source for mission reliability analysis. The Reports Information Database Library (RIDL), a program within AHS, is used to run reports for trend analysis.

2.2.4.1. HQ AMC/A33 monthly deviation summaries are used to identify potential Departure Accountability Rate/Departure Reliability trends to the AMC/CV, AMC/A3 and the 18AF/CC. Yearly trend data, analyzed monthly, is used to initiate and measure long-term fixes. Units may access these summaries via the HQ AMC/A33C web page:

<https://www.amc.af.mil/A3/A3O/A33C/Mission%20-%20Main.htm>.

2.2.4.2. Unit-level deviation analysis and downloads of AHS mission reliability data are available through the RIDL reports. A GDSS username and password is required to access RIDL. For assistance contact the GDSS help desk at 576-4949.

2.3. Mission Reliability Formulas. The HQ AMC staff uses two mission reliability formulas; Departure Reliability (DR) and Deviation Accountability Rate (DAR), to calculate, analyze, and brief AMC leadership on a single unit, multiple units, and/or the command's mission reliability. These formulas are the command standard.

2.3.1. Departure Reliability (DR). DR measures total "on-time" departure rates by location regardless of cause. *NOTE:* On time refers to the standard for departures contained within AFI 11-2XX, Volume 3, *Flying Operations* series--those missions departing within 14 minutes of the scheduled departure time. The command baseline for DR is 80%. DR provides HQ AMC staff personnel with macro-level trend analysis information and helps identify potential failure points in the mission generation process. DR measures many factors that cannot be controlled/solved at the unit level; consequently, local commanders will not use the DR formula to assess their ability/inability to produce on-time mission departures.

2.3.1.1. DR is calculated as the number of on time departures divided by the total departures for qualifying missions multiplied by 100. The final figure is expressed as a percentage, i.e., 36 deviations out of 240 total departures; DR equals 85%.

2.3.1.1.1. All TACC tasked missions to support an external customer are qualifying missions.

2.3.1.1.2. In addition, all training missions that meet the following criteria are also qualifying missions, requiring unit level command and control (TACC/XOCG will not mission manage these missions.)

2.3.1.1.2.1. Off station trainers with "E" as the 2nd character of the mission number, regardless of refueling customer (internal/external).

2.3.1.1.2.2. Local trainers with a scheduled refueling identified with a "U" as the 2nd character and "P9" as the 6th and 7th characters of the mission number, regardless of refueling customer (internal/external).

Table 2.2. Departure Reliability Formula.

$DR = (\text{ON TIME DEPARTURES} \div \text{TOTAL DEPARTURES}) \times 100$
--

2.3.2. Deviation Accountability Rate (DAR). DAR measures delayed departures by location using only accountable deviations in the formula. Accountable deviations are categorized by agency. DAR

provides unit-level commanders the percentage that departure reliability would increase if those deviations did not happen, i.e., 6 out of 36 deviations are attributed to passenger service, DAR for passenger service deviations equate to the following: 6 (passenger service deviations) / 240 (total departures) = 2.5%.

Table 2.3. Deviation Accountability Rate Formula.

$\text{DAR} = (\text{ACCOUNTABLE DEVIATIONS} \div \text{DEPARTURES}) \times 100$
--

Chapter 3

REPORTING RESPONSIBILITIES

3.1. General. The purpose of this chapter is to provide information about MAF C2 systems and establish responsibilities for major functional areas or agencies involved in the mission movement reporting process.

3.2. C2 Systems and Methods. The following systems and methods will be used to report, view, and obtain mission management data. The primary MAF C2 systems for mission planning are Consolidated Air Mobility Planning System (CAMPS) (force-level) and C2IPS (unit-level). The primary MAF C2 systems for mission management and movement reporting are Global Decision Support System (GDSS) (force-level) and C2IPS (unit-level). The primary MAF C2 system for flight management is the Integrated Management Tool (IMT). The primary MAF C2 system for cargo and passenger movement reporting is the Global Air Transportation Execution System (GATES). The primary system for aircrew management and reporting is C2IPS. The primary system for aircraft status management and reporting is G081. AMC mobility forces will ensure they deploy with the appropriate equipment and systems to maintain connectivity to MAF C2 systems either directly or through host command systems. AMC managers operate under the assumption that AMC C2 systems will be functional at the deployed site at the time of the first aircraft arrival.

3.2.1. GDSS is a MAF Force-Level C2 automated system supporting mission management and execution authority for effective global air mobility mission operations. It provides MAF commanders accurate, near real-time data required for making decisions concerning the deployment, employment, and redeployment of MAF resources. GDSS interfaces with CAMPS, ACFP, C2IPS, G081, GATES, IMT, and other DTS systems. AHS is the repository for GDSS historical information.

3.2.1.1. The next generation of GDSS will combine the functionality of GDSS and C2IPS into a standardized system (GDSS2) that provides all levels of command with the same mission visibility and allows real time updates. It uses multiple applications to access and update the same database while residing on the "C2 enclave" which contains other systems required by the MAF such as ACFP (Advance Computer Flight Planning System), Integrated Management Tool (IMT), etc.

3.2.2. C2IPS is the MAF Unit-Level C2 automated system supporting mission planning, aircrew management, and mission management functions. It provides the unit with mission and resources visibility and cross function reporting through systems positioned throughout the MAF. C2IPS interfaces with GDSS, G081, and TBMCS (Theater Battle Management Core Systems). C2IPS equipped units are required to use this system for mission and resource management and movement reporting.

3.2.3. IMT is the primary tool for IFM (Integrated Flight Management). It is a portal to legacy databases and other information systems. IMT functionality will be incorporated into GDSS2. IMT has the ability to interact with G081, Automated Computer Flight Planning (ACFP) system, and makes many of the GDSS planning tools available to the Flight Manager.

3.3. Responsibilities. Personnel using MAF C2 systems must report timely and accurate mission information, as specified in [Chapter 5](#) (Data Entry Procedures). Additionally, systems users must be trained and qualified IAW AFI 36-2201, Volume 3, *Air Force Training Program* on all systems they operate.

3.3.1. HQ AMC/A33C is responsible for data collection, analysis, and presentation of mission reliability status reports. HQ AMC/A33C provides data analysis for the AMC staff, and maintains a current listing of deviation code indicator POCs. HQ AMC/A33C has responsibility for enforcement of MRRS policy and procedures and is solely responsible for arbitrating disputed deviation code assignments. Other AMC Functional Managers can also use MRRS data for detailed level analysis of their portion of the mission generation process; however, all analysis must follow the policy/procedures established by HQ AMC/A33C.

3.3.1.1. Arbitration. When POCs at unit and HHQ level cannot come to a consensus on a deviation code assignment, HQ AMC/A33C will arbitrate and assign a deviation based upon remarks and advisories in GDSS. E-mail notification sent to HQ AMC/A33C with mission number, assigned deviation code, and proposed deviation code will suffice to resolve disputes.

3.3.1.1.1. Upon gathering all information concerning a mission deviation (only source is GDSS/C2IPS messages) HQ AMC/A33C will begin arbitration. After a thorough research and analysis of the mission, they will assign a deviation code and enter it into GDSS with applicable remarks. Arbitration decisions and assignment are final.

3.3.1.1.2. HQ AMC/A33C is not required to obtain a control number (**Paragraph 6.7.4.**) for assignment of a 500 series deviation code (during deviation arbitration only).

3.3.2. The TACC Global Operations Cell has the execution authority (mission management) for employing and deploying AMC resources (Exception: Headquarters Air Force (HAF) and Office of the Vice Chief of Staff, USAF, Airlift Missions (CVAM) tasked missions, and Operation Noble Eagle (ONE) missions). To ensure successful mission execution, HQ AMC/A3 has delegated the day-to-day oversight of MRRS to TACC. Consequently, the TACC has the authority to ensure MAF C2 system users are reporting accurate and timely data. However, the TACC will not change information without coordination and approval by the affected unit(s). Overall responsibility for correct and timely reporting at locations with AMC forces rests with the Wing Commander, Airlift/Air Refueling Group Commander, or en-route Air Mobility Squadron Commander.

3.3.2.1. The TACC Global Operations Cell will mission manage all AMC and AMC-gained MAF resources to include ARC aircraft on AMC missions. In addition, the TACC will enter timely and accurate information for all AMC missions, and OCONUS AMC-gained missions (including Air Reserve Component (ARC) assets flying AMC missions) transiting locations without an AMC C2 agency, to include BUSINESS EFFORT missions. The TACC will ensure all HHQ completed missions have the correct information in required fields. The TACC is responsible for ensuring unit level C2 controllers review and close out all AMC missions terminating at their AMC location.

3.3.3. TACC Flight Managers (FM). TACC FMs are responsible for sortie/flight management of a mission and perform specific functions to reduce aircrew flight planning time and improve aircrew support. The FM normally begins their "Paper the Crew" planning process 6 hours prior to scheduled mission departure. They will flight plan the sortie for the aircrew by checking weather, NOTAMs, route of flight, diplomatic clearance information, e.g., file a flight plan with Air Traffic Control (ATC), resolve ATC slot restrictions, and create a set of "Aircrew Departure Papers" for the aircrew to review and accept. The FM continues to provide aircrew support while the aircrew is en-route and coordinates arrival support for the mission.

3.3.3.1. The IFM Concept of Operations (CONOPS) centers on the TACC/XOC group (force-level). The goal of IFM is seamless process and information flow across functional domains, which will significantly improve Air Mobility operations. A core function of IFM is the Flight Manager group and the services the Flight Managers provide.

3.3.4. ANG Operations Center will mission manage ANG resources flying on ANG mission numbers.

3.3.5. AMC home station, en-route, and deployed C2 agencies must report timely and accurate mission information for all MAF missions transiting their location. AMC units with assigned aircraft also have additional responsibilities as identified in subsequent paragraphs.

3.3.5.1. Flying squadron personnel will enter the Aircrew/Aeromedical Evacuation (AE) crew complement information to all missions in the MAF C2 system. They are also responsible for the accuracy of that data, to include: scheduled return time (SRT) IAW AMCI 11-208, aircrew member's names, SSN, etc. Include the number of AE crewmembers to the mission itinerary for billing purposes.

3.3.5.2. C2 controllers have unit-level responsibility for ensuring required pre-departure data is entered into the MAF C2 system by the appropriate agencies at their location. Controllers will ensure resources are assigned to the mission at least 6 hours prior to scheduled departure time and updated in the C2 system, as well as ensuring any change to resource status is properly reported.

3.3.5.3. C2 controllers have the responsibility for ensuring required data (arrival, departure, deviation, advisory, remarks, etc.) are entered into the MAF C2 as specified in this instruction by the appropriate agencies at their location.

3.3.5.4. C2 controllers at locations where the mission terminates will ensure all post mission activities are accomplished (resource de-assignment, final block time, etc.). They will notify the TACC Global Operations Cell of missing data from previous stations. For training missions, the home unit is responsible for entering and correcting all mission data and closing the mission.

3.3.6. Air Mobility Elements (AME). C2 controllers at AMEs will monitor and coordinate the execution of all strategic air mobility operations supporting the AOR. Mission monitoring will facilitate centralized direction and control of strategic resources. Controllers will adjust and coordinate the interface of TACC-scheduled air mobility operations based on the current theater situation. The AME is responsible for entering and correcting all mission data and closing missions within the C2 systems.

3.3.7. Maintenance Operations Center (MOC) controllers or comparable maintenance control facility controllers monitor and coordinate execution of the flying and maintenance schedule in accordance with AFI 21-101 AMC Supplement 1, *Aerospace Equipment Maintenance Management*. MOC controllers will coordinate with the appropriate agencies if a mission does not have a properly assigned tail number in the MAF operational C2 system within 6 hours of scheduled departure time. Maintenance controllers will also provide the Work Unit Code for the first five positions of the deviation message remarks in accordance with **Paragraph 6.12.**, as well as provide all required maintenance information when mission deviations are attributable to maintenance operations (except for ANG units).

3.3.8. Air Terminal Operations Center (ATOC) controllers or comparable air terminal operations personnel are responsible for ensuring all planned and actual cargo and passenger information is entered into the MAF system, whether it is entered in GATES or MAF C2 system. Planned cargo data and pas-

senger data will be entered NLT 6 hours prior to scheduled departure time. Actual cargo and passenger data will be entered as soon as it is known, NLT than 30 minutes after departure. ATOC controllers are responsible for providing all required aerial port information when mission deviations are attributable to aerial port operations.

3.3.9. Aircraft commanders (AC) of AMC and AMC-gained aircraft are responsible for providing the local AMC C2 agency or the TACC Global Operations Cell (when no AMC C2 agency is present) with all mission data. Aircrews on IFM missions will report mission data to their assigned TACC Flight Manager.

3.3.9.1. For training missions, including priority 2C1 and lower and missions from the Air Refueling Horseblanket Schedule, ACs will notify their home unit with updates to their status and location.

3.3.9.2. AMC-gained forces on non-Transportation Working Capital Funds (TWCF) missions at CONUS locations without an AMC C2 presence will report to their home unit. ACs will notify their headquarters if contact with the home unit is not possible. If they cannot reach any of the above agencies, ACs will contact the TACC Global Operations Cell with the appropriate data. If their mission is OCONUS, ACs will contact the AMC C2 agency at their location or the TACC Global Operations Cell with mission movement data regardless of mission type. Aircrews on IFM missions will report mission data to their assigned TACC Flight Manager.

3.3.9.3. Aircraft commanders on non-TWCF and non-Operations and Maintenance (O&M) ANG missions will contact ANG Operations Center with flight-following information.

3.3.10. AMC deployed forces including Tanker Task Force (TTF), TALCEs and Mission Support Teams (MSTs) are responsible for entering all mission movement data directly into the MAF C2 system at their location. Voice reporting is only authorized when connectivity through the MAF C2 system cannot be established. If connectivity through the MAF C2 system cannot be achieved, it will be documented in the Situational Report (SITREP) until connectivity is established. Normally an AMD/AME is the only deployed force with the capability to create or revise mission schedules. Under extenuating circumstances, TACC may direct other AMC deployed forces to change mission schedules.

3.3.11. Exceptions: Reporting exceptions will be granted on a case-by-case basis only after approval by the unit's MAJCOM. MAJCOMs will coordinate all exceptions with HQ AMC/A33C. Any deviations will be documented in wing level Operating Instructions (OIs) and the OI coordinated through the appropriate MAJCOM. These OIs must be made available to any headquarters-level inspection team, whether the unit is at home or deployed.

3.3.12. Special Reporting Responsibility for 89 AW and 6 ARW. The 89 AW/CP or 6 ARW/CP are responsible for all mission movement reporting, including "closing out" SAM/SPAR missions scheduled by the Office of the Vice Chief of Staff, USAF. Specific requirements are listed in [Chapter 4](#).

Chapter 4

MISSION PLANNING AND EXECUTION

4.1. Mission Number. The AMC mission number (also known as Mission ID) is a management tool that allows quick identification of the various airlift and air refueling missions necessary to support MAF and the DTS.

4.1.1. Exercise, Contingency, Special Assignment Airlift Missions (SAAMs), Channels, Joint Airborne/Air Transportability Training (JA/ATT), Air Refueling, and other mission types must be differentiated in the MAF C2 system to allow day-to-day monitoring, accurate financial accounting, billing, and historical analysis. Properly constructed MAF mission numbers make it possible for Commanders, C2 agencies and other interested personnel to readily identify, monitor, and bill MAF missions.

4.1.2. Mission numbers are twelve alphanumeric characters in length consisting of four basic parts. The first three characters comprise the prefix; the fourth through seventh characters comprise the basic mission number; the eighth and ninth characters comprise the suffix; and the tenth through twelfth characters indicate the Julian calendar date of origination or specific mission segment.

4.1.3. All mission numbers created in MAF C2 systems will be constructed IAW the *AMC Mission ID Encode/Decode Tables Document*. The document is maintained by HQ AMC/A33C and posted on the following web page: <https://www.amc.af.mil/A3/A30/A33C/Mission%20-%20Main.htm>. The tables document directs the authorized construction of mission numbers in MAF C2 systems regardless of command or mission type. AMC and AMC-gained mission number tables will not be changed without the coordination and concurrence of all effected agencies, TACC XOB/XOC/XOO/XOP/ and HQ AMC/A33/A38/A8/A44/A43 to name a few. After concurrence, HQ AMC/A33C will change the applicable tables within the document and direct changes to the MAF C2 systems.

4.1.4. Mission numbers are also used to identify customers for agencies providing airlift or air refueling support. Customers can be internal or external. Internal customers are from the unit's assigned wing and all other customers are external. This includes receivers on training air refueling missions, pax/cargo on SAAM missions, airdrop pax/cargo on JA/ATT missions, etc. The external customer is dependent on mission timeliness during mission execution and the overall success to meet their needs.

4.2. Mission Symbol. Mission schedulers will accomplish AMC mission number and mission symbol synchronization. The mission symbol is comprised of 4 alphanumeric characters used to determine the mission purpose, assigned IAW AFI 11-401, *Aviation Management*, the AMC Mission Symbol Master List, and annotated on AFTO Forms 781-Series.

4.2.1. Mission Symbol for the mission will be added in the Remarks section of the mission itinerary/detail or the Mission Symbol field in GDSS2. The mission symbol listing can be found at the following web page:

<https://amcdot.scott.af.mil/AMCFlyingHours/Spreadsheets/MissionSymbolListing.xls>

4.2.2. HQ AMC/A88T utilizes mission symbols to assign missions to business areas for billing purposes (Exercise/Training) and allocation of expenses.

4.2.3. HQ AMC/A37TR uses the mission symbol to assign missions to business areas and report flying hours to Air Staff.

4.3. Mission Schedule. First missions are planned, and the executable mission schedules are entered into the MAF C2 systems. Mission schedules detail the planned itinerary and resource information necessary for command and control of the worldwide MAF mission. Mission schedules must be visible in the MAF C2 system at both the unit and force-level as soon as possible, but not later than 48 hours prior to execution. Exceptions: Short notice taskings such as ONE, which occur within 48 hours of execution, will be entered as soon as known. Office of the Vice Chief of Staff, USAF, Airlift Missions (CVAM) will be entered NLT 12 hours prior to execution.

4.3.1. Schedulers and current operations personnel will enter unit-planned mission schedules into the MAF C2 system, to include unit-planned tanker missions. Schedulers and current operations personnel are responsible for making required changes to unit-planned, non-training mission schedules until 24 hours prior to initial departure (12 hours prior for training missions). Mission schedules must be visible in the MAF C2 system at both the unit and force-level as soon as possible, but not later than 48 hours prior to execution. Schedulers and current operations personnel are also responsible for ensuring required diplomatic clearance information and Prior Permission Required (PPRs) are requested and the status is entered not later than 24 hours prior to departure.

Table 4.1. Mission Planning Ground Times.

	C-141	C-5	C-17	C-130	KC-10	KC-135
Basic Flight Duty Period	16 + 00	16 + 00	16 + 00	16 + 00	16 + 00	16 + 00
Augmented Flight Duty Period	24 + 00	24 + 00	24 + 00	18 + 00	24 + 00	24 + 00
Crew Alert	3 + 15	4 + 15	3 + 45	3 + 15	4 + 15	4 + 15
Minimum Crew Rest	16 + 00	17 + 00	16 + 30	16 + 00	17 + 00	17 + 00
Minimum Crew Rest w/cargo	16 + 00	17 + 00	16 + 30	16 + 00	18 + 15	18 + 15
Refuel Only	2 + 15	3 + 15	2 + 15	1 + 30	3 + 15	3 + 15
Onload/Offload/Refuel	3 + 15	4 + 15	3 + 15	2 + 15	4 + 15	4 + 15
J-Divert	17 + 15	18 + 15	17 + 45	17 + 15	18 + 15	18 + 15
K-Divert	16 + 00	17 + 00	16 + 30	16 + 15	17 + 00	17 + 00

Table 4.2. GDSS Aircraft Fleet Codes (GDSS and C2IPS only).

Aircraft Fleet Codes	
Fleet Code	Aircraft Type
A	C017A, C141A/B/C
B	C005A/B/C
C	A300, A310, A320, A330, A340, B707, B727, B737, B747, B757, B767, B777, DC006, DC008, DC009, DC010, F0100, HC007, L100, L1011, L188, MD011, MD080, MD083, MD090, MD095, VC010
E	C009A/C, C012A/F, C012J, C018, C020A/B/C, C021A, C022B, C025A, C026A/B, C027A, C029A, C37A, C135A/B/E, C137B/C, T043A, UC026C
F	AN12, AN124, F015A/B
G	F016A/B/D
H	A010A, OA010A,
L	E003A, E03B, E003C
S	EC130N, EC135Y, EC137D, KC010A, KC135E/R/T, NC135A
T	AC130A/H, C130E/H/J, C160, C212A, CH003E, CH0053A, EC130E, HC130H/N/P, HH003E, MC130E, UH001N, UH060H, HH001H, WC130E/ H/J, WC135B
Z	C130H, C160E, HH003N, HH060G, IL076E, MH060G, MH060L, UH003N, UH060L

4.3.1.1. TACC will establish an internal process to ensure that PPRs are requested prior to mission departure for all TACC planned missions.

4.3.2. (GDSS and C2IPS only) All missions will contain a “mission/external remark” that includes, the unit responsible for planning, planners name and DSN phone number. EXAMPLE: TACC/Smith/779-1234. If a TACC mission is delegated to a unit-level planner, both the TACC planner and unit planner’s information will be in the “external remarks” with an additional remark identifying the responsible agency. EXAMPLE: TACC/Smith/779-1234 and 436AW/Jones/445-1234. HQ AMC/A8 requests the user POC and/or onload POC information be added in the mission external remarks area. Other mission remarks will be added as appropriate.

4.3.3. (GDSS2 only) GDSS2 will automatically enter the mission planning contact information in the “Remarks Tab”.

4.3.4. All mission schedules entered into MAF C2 systems are subject to deviation reporting, with the exception of “As Required” missions. “As Required” missions are established to retain flexibility when the 14-minute departure timing is not as critical as the purpose of the mission. The only missions in this category are: CVAM, training with no external customers, JA/ATTs, maintenance flights, weather evacuations, transfer of assignment, Business Effort and depot input/return missions. Devia-

tion reporting is not required for these missions and MAF C2 systems will not identify/prompt a deviation message requirement for each respective "As Required" sortie.

4.3.5. The exception to this rule will be the JA/ATT missions that position from home station and arrive at another location for on-load prior to airdrop. These missions will be cut with a hard scheduled departure from home station and a hard scheduled departure from the off station location back to home station. The sortie(s) that are conducted while the mission is off station which directly support the JA/ATT will be cut "As Required."

4.3.6. Recycle Missions. A recycle mission is when a mission is scheduled to pick-up (recycle) a new mission immediately after termination from its current mission. These missions are planned to maximize resources (aircraft and aircrews) to meet the needs and requirements of multiple users.

4.3.6.1. Recycle missions normally support contingency, exercise, or SAAM missions, i.e. missions supporting a single user. Frequency and mixed channels normally will not recycle to another channel mission; however, they may terminate and recycle to a contingency, exercise, or SAAM mission.

4.3.6.1.1. Example. Mission #1 is an Army SAAM supported by a C-5 with routing: Originate-Dover AFB, onload-Robert Gray AAF, offload Ramstein AB, de-position to Mildenhall. At Mildenhall the Aircraft will "recycle" to Mission #2 which is an Air Force SAAM supported by the same C-5 with routing: onload-Mildenhall, offload-Keflavik, and Terminate-Dover AFB

4.4. Mission Schedule Recut/Edit. At times, it is necessary to update the mission schedule because of a change in requirements or execution. This ensures that all affected locations are automatically updated with revised mission information. Remarks are mandatory for each mission schedule change.

4.4.1. Units are responsible for making mission schedule changes only to missions created at unit-level. Units may change training missions anytime during planning or execution. Ensure coordination with all unit agencies and applicable downline stations is complete.

4.4.2. Unit planners (Wing Scheduler, Current Operations, etc.) are responsible for entering all required changes to unit created mission schedules in the MAF C2 system until 24 hours prior to initial departure (12 hours for training missions). During the mission execution phase, the local C2 agency is responsible for entering mission schedule changes to training missions.

4.4.3. Headquarters missions will only be changed at the headquarters level unless the mission has been delegated to the unit planner (HAF/CVAM delegates MAF C2 changes to 89 AW/CP and 6 ARW/CP for their tasked missions to reflect revised HAF/CVAM taskings). The agency responsible for mission schedule changes will ensure coordination with all affected agencies and downline stations is complete.

4.4.4. Prior to entering the "execution phase" the planning agency is responsible for mission schedule changes.

4.4.5. When a change to a single user mission is validated and approved (SAAM, Exercise, or Contingency Mission), the following procedures will be used:

4.4.5.1. The mission schedule will be changed if the proposed timing does not cause a conflict (follow-on mission, downline restriction, etc.). TACC Global Operations Cell will resolve conflicts with down-line stations and other interested agencies.

4.4.5.2. If the change cannot be supported, and the mission is still delayed, use the appropriate sympathetic deviation code. A sympathetic deviation occurs as a result of uncontrollable circumstances that cause an aircraft or formation to run in delay i.e., En-route Support Team Advanced (ESTA) and/or troop commander chooses to deviate without a validated timing change.

4.4.5.3. Validated user requests are changed in the MAF C2 systems with "USEREQ" as the reason code. The remarks must identify the user, magnitude of the change, and reason for change. Mission recut and revision remarks will be entered in the "Mission Remarks" section of the mission schedule. EXAMPLE: 17FS, 24 HOURS SLIP, USER UNABLE TO SECURE BILLETING AT DOWNLINE STATION.

4.4.6. Prior to entering the execution phase, the authorized reasons for mission schedule changes include the following (all applicable reasons must be validated and coordinated):

4.4.6.1. User requests a change in mission timing.

4.4.6.2. Onload/offload location of cargo/pax has changed.

4.4.6.3. A cargo/pax requirement is added to the mission itinerary/detail.

4.4.6.4. The cargo/pax load has changed, and this change requires additional stop(s) for fuel or other requirements.

4.4.6.5. Change in positioning/depositioning requirements only (no active mission legs from initial on-load to final off-load affected).

4.4.6.6. Channel mission recuts/edits will be coordinated with the TACC Aerial Port Control Center (APCC). APCC will coordinate pax and cargo requirements with all units affected.

4.4.7. Do not recut/edit or change the mission schedule for the following reasons:

4.4.7.1. To delete an over-flown station.

4.4.7.2. To hide or mask a deviation. There are many valid reasons for a mission schedule change for missions currently running in delay. However, use extreme caution during the change process so as not to mask a deviation. Examples of masking a deviation are:

4.4.7.3. A quiet hours deviation that was caused by improper mission planning. This does not include missions that are already delayed from a previous location and are now affected by quiet hours of future arrival locations.

4.4.7.4. Changing a mission itinerary/schedule to more accurately reflect the new timing of downline locations is authorized, however it will not be done if it masks a mission deviation at any previous location.

4.5. Air Refueling (AR) Event Reporting. AR data is entered against those missions scheduled to air refuel. The initial entry of AR data is normally done by Scheduling/Current Ops at the same time the mission schedule is initially entered into the database. Tanker Activity Reports will be accomplished IAW AFI 11-222, *Tanker Activity Report*.

4.5.1. When a change in the mission itinerary/schedule causes a change in the AR event, the individual responsible for making the change is also responsible for revising the AR event data and retransmitting the AR event message.

4.5.2. When a change to the existing AR event data does not cause a change to the mission itinerary/schedule i.e., change to fuel onload/offload only, the individual initiating the change is responsible for revising the AR event data and retransmitting the AR event. For example, a C-141 aircraft flying a local mission is scheduled to refuel with a KC-135 aircraft from another location. The C-141 crew determines an additional five thousand pounds of fuel is required from the KC-135 in order to complete the required training. If the mission is within 24 hours of execution, the CP/AMCC will initiate contact with the KC-135 unit to coordinate the request. After the CP/AMCC has received approval from the KC-135 unit they will, as the initiator of the request, revise the AR event data.

4.5.3. When a change is coordinated between an AMC and a non-AMC unit, the AMC unit or the TACC, depending on who is managing the mission is responsible for revising the AR event data.

4.6. Diverts. Any missions in the MAF operational C2 system that diverts or air aborts will be tracked with an arrival purpose code of J or K, depending on the circumstances. This includes local training with internal and/or external customers.

4.6.1. J-Divert. A J-divert is a diversion or air abort from the schedule due to an aircraft system malfunction. Typically, a J-divert occurs as an air abort when an aircraft system malfunction prohibits the aircraft from continuing to its next scheduled destination. A J-divert can also occur while the aircraft is on the ground and it must be flown to a different location other than the next scheduled location for repairs. Because this is not normally a planned event, a 2-hour crew/maintenance troubleshooting and repair ground time is authorized for the location providing the service. If the J-divert aircraft cannot be repaired within 2 hours, the crew is normally entered into crew rest for the duration of authorized J-Divert ground time for the aircraft type. For mission planning ground times see [Table 4.1.](#) or AFPAM 10-1403, *Air Mobility Planning Factors* for additional aircraft ground times, including CRAF. If, considering troubleshooting/repair time, the crew is able to complete the next leg within their crew duty time, they will not have to enter crew rest.

4.6.2. K-Divert. A K-divert is a diversion or air abort from the schedule for non-mechanical reasons and/or not related to the user's validated onload/offload of cargo/pax (e.g. weather or the pick-up of passengers). A K-divert can also occur while the aircraft is on the ground and it must be flown to a different location other than the next scheduled location. If unable to reach an acceptable destination within the crew duty time, the crew will be entered into crew rest for the duration authorized for the aircraft type. For mission planning ground times see [Table 4.1.](#) or AFPAM 10-1403, *Air Mobility Planning Factors* for additional aircraft ground times, including CRAF.

4.7. Missions in Review. After the final arrival time is entered into either GDSS, GDSS2 or C2IPS, the mission status changes to "REV" meaning "review" status.

4.7.1. For missions terminating at AMC locations, the unit C2 controllers will review the mission and ensure all mission data is entered into the MAF C2 system (i.e. all actual times are entered, delayed departures have deviation information, etc). After verifying all data is entered correctly, the C2 controller will "close" the mission.

4.7.2. For missions terminating at locations without AMC C2 presence, the TACC Global Operations Cell C2 controllers will review the mission and ensure all mission data is entered into the MAF C2 system (i.e. all actual times are entered, delayed departures have deviation information, etc). After verifying all data is entered correctly, the TACC Global Operations Cell C2 controllers will "close" the mission.

4.8. Mission Closures. All missions must be closed in MAF C2 systems within **8 hours** of mission termination to decrease database clutter and increase system performance.

4.8.1. AMC C2 units are responsible for closing all missions that terminate at their station.

4.8.2. The 89 AW and 6 ARW C2 controllers will close all missions assigned to their units, regardless of the termination location.

4.8.3. AMD/AME C2 controllers will close all AMD/AME-managed missions that terminate within their AOR.

4.8.4. TACC Global Operations Cell will close all missions that terminate at locations without an AMC C2 presence.

4.9. Special Reporting Procedures. The 89 AW and 6 ARW will report Special Air Missions (SAM)/ Special Air Resource (SPAR) missions scheduled by the Office of the Vice Chief of Staff (CVAM), USAF. Only the 89 AW/CP is permitted to enter SAM mission movement information into the MAF C2 systems. Only the 6 ARW/CP is permitted to enter SPAR mission movement information into MAF C2 systems. The 89 AW and 6 ARW will report real-time progress of other than "Close Hold" missions. Report progress of "Close Hold" missions by exception directly to the TACC Director of Operations.

4.10. Remarks. Include information of interest to higher headquarters, home stations, and applicable downline stations in the mission schedule/detail, i.e. distinguished visitors on board, amplification on deviations, etc. Provide as much information as possible without using homemade acronyms.

4.11. Crew Information.

4.11.1. Aircrew Type Code (GDSS and C2IPS only):

4.11.1.1. Flying Aircrew. When a mission is created, this field represents the type of crew required. However, once a primary crew is assigned to a mission, this field represents the actual complement of the crew assigned; e.g., an augmented crew will have an augmented Crew Type Code even if the mission or mission segment does not require an augmented crew. This allows C2 at all levels to readily identify the highest crew complement should an unforeseen priority need arise. Authorized crew types are listed in [Table 4.3](#).

4.11.1.2. Aircrew/Aeromedical Evacuation (AE) Crew. When AE crews are part of the mission, provide the actual AE crew complement assigned to that mission which will be entered into the MAF C2 Systems. Authorized AE crews are listed in [Table 4.3](#).

Table 4.3. Crew Type Codes (GDSS and C2IPS only).

Crew Type Code	Status
A	Aircrew - Primary Augmented
B	Aircrew - Primary Basic
C	Aircrew - Commercial
D	Aircrew - Deadhead Basic
E	Aircrew - Deadhead Augmented
M	Medcrew - Primary Basic
N	Medcrew - Primary Augmented
O	Medcrew - Deadhead Basic
P	Medcrew - Deadhead Augmented
S	Miscellaneous Support Crews

4.11.1.3. Deadhead Crews. Refers to additional crew on board the aircraft not actively operating the mission. The “S” code is to be used for support crews, (e.g. AC/EC130 Support Crews, C130 Firefighting Crews, etc.).

4.11.2. Aircrew Complement (GDSS2 only)

4.11.2.1. Aircrew squadron operations personnel are responsible for entering all required aircrew complement information into GDSS2 at least 6 hours prior to scheduled mission departure. This includes flying, AE and deadhead aircrews as applicable.

4.11.3. SRT and Firm Scheduled Return Time (FSRT). Unit current operations will calculate SRTs using the mission end time. The SRT is the same as the scheduled mission end time and will be used for tracking purposes. AMC’s goal is to return all crews to home station NLT 2 hours past SRT. FSRT for active duty is defined as SRT plus 48 hours. For ANG and AFRC, FSRT is defined as SRT plus 24 hours.

4.12. Station and Air Refueling Track Purpose Codes. The appropriate Station and Air Refueling Track Purpose Codes are essential for proper ground support. These codes explain the reason a mission is scheduled to arrive or depart a location. Missions may have different purpose codes for arrival and departure events from a ground station, but for an air refueling track or drop zone, arrival and departure purpose codes must be the same. Loading and unloading codes take precedence over refueling, or aircrew change and crew rest codes. For unscheduled arrivals, enter a “J” or “K” code to indicate an aircraft diversion or air abort for mechanical or non-mechanical reasons.

4.12.1. The exceptions to compliance with **Figure 4.4.**, Station and Air Refueling Track Purpose Codes, are Air National Guard (ANG) mission numbers due to the unique mission number second character.

Table 4.4. Station and Air Refueling Track Purpose Codes.

Station and Air Refueling Track Purpose Codes		
Departure Code	Arrival Code	Reasons for Departure/Arrival or A/R Track
A	A	Airborne Refueling (offload)
C	C	Aircrew Change
D	D	En Route Offload (other than final offload)
E	E	Extraction Zone (EZ)
I	I	Drop Zone (DZ)
J	J	Air Abort or Diversion for aircraft system malfunction
K	K	Air Abort or Diversion for non-mechanical reasons
L	L	Local Missions (i.e., training missions)
O		Initial Onload (either outbound or from turnaround)
P	P	Positioning or depositioning (when the purpose is to position aircraft for loading, or deposition following offloading)
Q	Q	Airborne Refueling (onload and offload)
R	R	Ground Refueling Stop
S	S	En Route Onload (other than initial onload)
	T	Mission Termination (other than training missions)
	U	Final Offload (either outbound or inbound)
	X	Overfly
	Y	Skipped Leg/Drop Zone (JA/ATT missions)
Z	Z	Air Refueling (onload)
If second character of mission ID is: J V, G U, S, X All others	For initial departure of mission use: P P L O	For initial arrival of mission at on-load station use: P T L U
For all other departures and arrival stations, use C, D, L, R, S, X and J or K as necessary.		
Purpose codes O, D, S, and U pertain to passenger and cargo onload/offload.		

4.13. IFM Sorties. Sorties that are designated as IFM will be identified in the TACC remarks section of GDSS as “IFM XXXX-XXXX (for instance IFM KDOV-LEMO) CONTACT FM AT DSN 779-0301/1-800-247-6625. ALL/IFMSUP0 016/0002.” The Flight Manager will prepare an Aircrew Departure Papers package for the sortie, transmit that package to the aircrew, and proactively manage the sortie from 6 hours prior to launch to sortie termination. The objective of IFM is to coordinate air mobility mission

requirements with the air traffic control/management system then assure the safe execution of the mission by proactively assisting aircrews in flight planning, flight filing, proactive flight following, and to act as a resource to aircrews as they perform their missions. Flight Managers will act as the link between the aircrew and outside C2 agencies and between the aircrew and the TACC.

Chapter 5

DATA ENTRY PROCEDURES

5.1. General. This chapter provides information and data entry criteria for mission and resource management, and movement reporting. Enter all arrivals, departures, deviations, advisories, resource assignment, resource status change, and other related mission and resource data as soon as possible, but NLT the time specified below.

5.1.1. The MAF C2 System Job Performance Requirements List (JPRL) and AMC C2 Master Training Plan provides specific guidance on all data entry procedures. All MAF C2 system users will use the procedures outlined in their applicable JPRLs.

5.2. Arrivals. Data must be entered as soon as possible, but NLT 15 minutes after the aircraft has blocked-in. **The goal for MAF C2 system users is to input the arrival information within 5 minutes of block-in.** The block-in time is normally received from a maintenance controller, but it is the C2 agencies responsibility to ensure the time has been entered. This time is used to calculate deviation start time and crew rest time.

5.2.1. Block-in Times: The reportable block-in time is the time the aircraft comes to a stop at the designated gate or parking spot.

5.2.2. Arrival Double Block-in. If an aircraft must “double-block”, thus having a different initial and final block in time, the reportable time is the **initial** block in time. The extra time required for double blocking will be taken into account during mission scheduling. If additional time is necessary and the departure is delayed, C2 controllers should enter the appropriate planning deviation code.

5.2.3. C2 Controllers should query previous stations for departure information on missions that arrive without a departure message from previous station.

5.3. Advisories. Advisory messages are entered into the MAF C2 systems to inform all stations of any possible deviations or other pertinent information concerning a mission. Examples are to adjust the mission’s estimated time of departure, alert HHQ and down-line station of possible deviation, etc. If required, the advisory message will contain the new projected Estimated Time of Departure (ETD). All advisory messages will contain remarks explaining the reasons for a change in departure time.

5.3.1. Advisory Remarks. Mandatory remarks must provide as much information as possible and be entered as soon as possible prior to departure.

5.3.2. Reasons for entering advisories include, but are not limited to:

5.3.2.1. Mission will deviate from latest published itinerary.

5.3.2.2. Conditions become known that may or will cause the mission to depart more than 30 minutes early or late. This includes known maintenance or loading problems.

5.3.2.3. A voice report to TACC global operations cell, or flight manager (if applicable) is required prior to submitting an advisory message that changes the ETD or ETA on AMC Channel, SAAM, Exercise, or Contingency missions or anytime the mission has an air refueling event occurring on the leg after departure from the current location. Include initials of the TACC C2

controller or TACC FM that the voice report was given to with the applicable remarks explaining the deviation.

5.4. Departures. Data must be entered as soon as possible, but no later than 15 minutes after the aircraft has departed. **The goal for MAF C2 system users is to input the departure information within 5 minutes of departure.**

5.4.1. GDSS2 will not permit a departure to be reported unless previous event(s) have actual times reported. i.e. Units will not be able to enter a departure message unless all previous departure and arrival messages have been entered into the system.

5.4.2. If a mission sortie flight time is less than 1 hour, the departure station will call the next down-line station with the estimated time of arrival (ETA). However, this does not relieve the departure station from entering a departure message into the MAF C2 system.

5.4.3. Update the ETA to the next location based on the Total Time (TT) as generated on the AMC Computer Flight Plan for specific MDS. Accurate ETA is extremely important to the down-line station to ready their resources.

5.4.4. Mission schedules/details must contain the aircrew complement information, aircrew SRT, station purpose code and aircraft tail number for departure data to be entered.

5.4.5. Departure Double Block-out. To compensate for double blocking on departure, the aircrew "legal for alert time" may be adjusted to provide additional time from aircrew "show time" to departure. When the authorized ground time does not allow for this adjustment, deviation reporting procedures will be conducted IAW this document.

5.4.6. Commercial Aircraft Departures. Input into the MAF C2 system the actual time of block (ATB) in the departure time field and actual time of departure (ATD) in the remarks field. When C2 controllers create the departure message in C2IPS, input the ATD on the amplification line and the ATB in the ATD field.

5.5. Deviations. Data must be entered as soon as possible, but no later than 2 hours after the aircraft has departed. C2 controllers must coordinate deviation code information with the responsible agency(s) i.e., maintenance, aircrew, host base, TACC, etc.. Specifically, C2 controllers are responsible for gathering facts, selecting & entering the proper deviation information and matching remarks into the MAF C2 systems.

5.5.1. AMC installations. The overall responsibility for correct and timely deviation reporting rests with the unit commander. Unit commanders will establish local processes and designate representatives to review/validate all assigned deviation information within 24 hours after mission departure time or before mission termination, whichever ever occurs first. After this time, if a change is recommended, the unit should contact their HHQ deviation code POC. HHQ POCs will verify that the information is entered in error, and coordinated with affected OPRs, then update the C2 systems.

5.5.1.1. Unit commanders will designate a single representative to review/validate deviation information if the circumstances directly involve TACC. Unit representative and TACC are expected to find a fair and equitable solution without arbitration from HHQ deviation POCs. However, HQ AMC/A33C has final deviation arbitration authority for all disputed deviations.

5.5.1.2. If required, AMC units will conduct detailed deviation cause analysis and institute process changes that will assist in correcting systemic problems. **Chapter 6** designates HQ AMC OPR's that are responsible for analysis of each deviation code and identifying possible problematic trends.

5.5.2. Non-AMC installations. The overall responsibility for correct and timely deviation reporting rests with the TACC Global Operations Cell C2 controllers. Deviation codes/remarks can be changed at the discretion of the C2 controller utilizing applicable mission deviation facts.

5.5.3. Military Missions. Deviations messages are required when a military aircraft departs (launches) 15 minutes or more after the scheduled departure or Deviation Start Time (DST).

5.5.4. Commercial Missions. Commercial carrier mission-timing is computed from block-out to block-in. Deviations are computed from block-out time versus actual time of departure.

5.6. Changing a Deviation Code.

5.6.1. Unit-level change: Unit's can only correct a deviation code assigned by their station. Corrections must be made within 24 hours or prior to mission termination or closure. After mission closure the unit must contact HQ AMC/A33C to request the deviation code be changed, e-mail will suffice.

5.6.2. HQ AMC/A33C, TACC Global Operations Cell, or other C2 agencies will not change deviation codes entered into the MAF C2 system without coordinating with the original C2 agency that entered the code.

5.7. Mission Deviation Message Data Elements. All deviation messages contain a prefix, deviation code, deviation time, and remarks. This information provides clarification on the reasons why a mission was delayed. The remarks should expand upon and clarify the deviation code description--do not repeat the deviation code description in the remarks.

5.7.1. Deviation calculation for military missions. A deviation occurs when a mission departs a station 15 minutes or more past the Deviation Start Time (DST). DST is calculated by adding the scheduled ground time to the actual block-in time. Scheduled ground times should be based on minimum ground times in **Table 4.1**. For originating missions, missions arriving on time or early, the DST time is the same as the scheduled departure time. The deviation time is the difference between the DST and the actual time of departure.

5.7.1.1. DST is not an editable field in GDSS2.

5.7.2. Deviation calculations for commercial missions. A deviation occurs when a mission blocks out one minute or more past the DST or scheduled departure time for originating missions.

5.8. Deviation Message Prefix. A prefix of "X" or "L" defines the type of deviation.

5.8.1. "X" Prefix: Deviation messages for military aircraft missions will use this prefix when the actual time of departure EXCEEDS the delay start time by 15 minutes or more. Deviation messages for commercial aircraft missions will use this prefix when the actual time of block-out EXCEEDS the delay start time by one minute or more.

5.8.2. "L" Prefix: Use this prefix when the mission DOES NOT EXCEED the deviation start time, but does depart 15 minutes or more after its scheduled departure time. Remarks are required and must

be comprehensive enough to explain the deviation in detail, e.g., L-913: previous deviation at KDOV for maintenance and EGUN for OPS hours.

5.8.2.1. Recycling missions. Controllers will use an “L” prefix for a mission that departs after the scheduled departure time, but does not exceed the authorized ground time between the two missions. Calculate the authorized ground time by computing the difference between the previous missions scheduled arrival and the originating missions scheduled departure time. The computed time should be equal to or greater than the standard authorized ground time (**Table 4.1.**) for the type of aircraft flying the mission. C2 Controllers will use a deviation code that reflects why the previous mission ran in deviation. Normally this deviation code will be the last “X” deviation entered on the previous mission. Deviation remarks will include the previous mission number that was running late. If the time is less than standard ground time for the applicable MDS, assign the applicable planning error deviation code.

5.8.2.2. Exception: C2 controllers will assign an “X” prefix instead of a “L” prefix for recycle missions when the late departure is caused by something in addition to the late arrival from a previous mission. There will be times when an aircraft arrives late from a previous mission and then becomes further delayed by additional issues. In this situation, the primary code would carry an “X” prefix with a deviation code identifying the primary reason the mission departed late and include the total time the mission is in delay. The secondary deviation code will be the previous missions primary deviation code assigned to the mission on its last sortie. The secondary deviation code time will be the total time attributed to the mission arriving late (i.e., amount of time the mission arrived late). Previous mission number and appropriate remarks explaining why the aircraft arrived late from the previous mission are required in the deviation message remarks field. This is in addition to the mandatory remarks for the assigned primary deviation code.

5.9. Deviation Message Codes. Each functional area has a series of deviation codes available to identify reasons for deviation. Deviation codes are detailed in **Chapter 6.**

5.9.1. The primary deviation code is the first event in the sequence of events that directly leads (meaning an event that unit actions cannot recover from) to the mission departing in delay.

5.9.2. A Miscellaneous deviation code will only be assigned after a thorough review of the existing codes reveal a code does not exist for the situation that resulted in a deviation. Units are highly encouraged to contact HQ AMC/A33C for assistance prior to assigning 199, 299, 399, 799, 899, and 999-deviation codes. Detailed remarks are required anytime these codes are used.

5.10. Deviation Message Time. This time is used to show the duration of the deviation when the primary prefix is “X”. Deviation time is reported in tenths of an hour. If multiple circumstances caused the deviation, report the **total** deviation time in the primary reason time field and report the total time attributed to the secondary deviation in the secondary reason time field.

5.10.1. DELETED.

5.10.2. A Deviation time is not required when the deviation message prefix is “L”. Enter “0.0” in the primary reason time field.

Table 5.1. Converting Minutes to Tenths Matrix.

Converting Minutes to Tenths Matrix					
Minutes	Tenths	Minutes	Tenths	Minutes	Tenths
01-02	.0	21-26	.4	46-51	.8
03-08	.1	27-33	.5	52-57	.9
09-14	.2	34-39	.6	58-60	1.0
15-20	.3	40-45	.7		

5.11. Deviation Message Remarks. Fully explain primary, secondary, and subsequent reasons for deviation WITHOUT repeating the deviation code meaning or being cryptic. The importance of complete and understandable remarks cannot be overemphasized. After creating remarks, controllers will ensure the remark comprehensively illustrates why the mission was delayed before transmitting the message. The goal is to be able to look at the remark and get a clear and full understanding of why the mission deviated from the scheduled itinerary. Refer to [Chapter 6](#) for functional area specifics, including format requirements. If there is still doubt as to where to categorize the deviation, contact TACC Global Operations Cell C2 controllers or HQ AMC/A33C for assistance.

5.12. Voice Reporting. When access to a MAF C2 system is interrupted or the system is not available, units will voice report mission movement and resource information to the TACC. AMC crews will call the TACC when transiting locations without AMC C2 facilities (AMC CP/AMCC/TALCE). AMC crews on IFM missions will report to their assigned Flight Manager when transiting locations without AMC C2 facilities. The TACC C2 controller will update the MAF C2 system as needed.

5.12.1. Units will submit voice reports on all JCS priority “1A” missions (i.e., PHOENIX BANNER/SILVER/COPPER, PNAF, etc.) IAW AMCI 11-208, *Flying Operations*. This voice report is required in addition to the unit reporting mission movement via the MAF C2 system.

5.12.2. All ANG crews will submit voice reports on all ANG missions to the ANG Operations Center.

5.12.3. All AFRC crews will initiate voice reporting IAW AFRCI 11-201, *Flying Operations*.

Chapter 6

DEVIATION CODES

6.1. Deviation Codes.

6.1.1. Deviation codes are divided into six separate categories; Miscellaneous, Operations, Aerial Port, TACC/AMD/AME, Other MAJCOMs (Non-AMC), and Logistics. These categories are established based on the content of all codes within and identify the HHQ OPR directorate.

6.1.2. Additionally, deviation codes are identified as controllable (HHQ or unit) or uncontrollable.

6.2. Controllable Deviation. Controllable Deviations are attributed to processes that an accountable agency has direct influence over during all mission phases. Processes/actions that can be successfully planned around with a reasonable chance for success are controllable, e.g., airfield operating hours not considered or en route flying times miscalculated.

6.2.1. Controllable Deviations are categorized into three areas: controllable at unit-level, controllable HHQ level, and combined. A mission deviation due to HHQ direction is controllable at HHQ level, not at the unit-level. A mission late for maintenance or loading is controllable at the unit-level. AMC's total controllable deviations (combined) will include the last two examples and measure the overall performance of the AMC's total global mobility system.

6.2.1.1. HHQ controllable deviations are identified next to the deviation code description with an asterisk "*".

6.2.1.2. Unit controllable deviations are identified in the deviation code description with two asterisks "**".

6.3. Uncontrollable Deviation. Uncontrollable deviations are attributed to processes that are outside of AMC control and cannot be planned around, i.e., bird strike or BASH (Bird Aircraft Strike Hazard) condition (departure or arrival station), etc.. For example, a deviation due to weather is not controllable within AMC's system.

6.3.1. All uncontrollable deviations do not have asterisks next to the deviation code description.

6.4. Miscellaneous Deviation Codes.

6.4.1. This section outlines reporting instructions and deviation codes for functional areas not defined in other paragraphs. Detailed non-cryptic concise remarks are especially important when using 100-series deviation codes. Ensure remarks clearly describe the situation.

6.4.2. Weather. Use an appropriately assigned deviation code between 100 and 107 when deviations are attributed to weather.

6.4.3. Events and Incidents. Use an appropriately assigned deviation code between 110 and 115 when deviations are attributed to an event or incident.

6.4.4. Host Base Support at AMC Bases. Use an appropriately assigned deviation code between 116 and 120 when deviations are attributed to base functions and the support on an AMC base.

- 6.4.5. Host Base Support at Non-AMC Bases. Use an appropriately assigned deviation code between 121 and 129 when deviations are attributed to base functions and the support is from a non-AMC resource. When there is an AMC tenant unit, they will coordinate any deviations from this category with the host base.
- 6.4.6. External Agencies. Use an appropriately assigned deviation code between 130 and 138 when deviations are attributed to external agencies not specific to a base function, e.g., customs inspection, etc. Note: Airborne restriction codes are included in this set.
- 6.4.7. Airfields. Use an appropriately assigned deviation code between 140 and 145 when deviations are attributed to airfield.
- 6.4.8. Contract Carrier. These codes will only be used for **commercial contracted carriers missions** and are **NOT** to be used against military aircraft. Use an appropriately assigned deviation code between 150 and 163 when deviations are attributed to the commercial aircraft contractor. These codes are especially critical due to contract penalties for excessive deviations. If an AMC unit or other military entity causes the deviation, do not use these deviation codes.
- 6.4.9. Single User Missions. Use an appropriately assigned deviation code between 170 and 173 when deviations are attributed to user changes or failure to complete required actions that impact a mission departure. Delayed missions appropriately coded as User deviations include SAAMs, JCS exercise or contingency missions, JA/ATT, etc. Only use these deviation codes if it is fully determined that AMC units provided all necessary information and support to the user. These codes may be used for OSA missions.
- 6.4.10. Aeromedical Evacuation Using Non-AMC Medical Support. Use an appropriately assigned deviation code between 180 and 188 when deviations are attributed to patient movement/medical support from a non-AMC resource.
- 6.4.11. Aeromedical Evacuation Using AMC Medical Support. Use an appropriately assigned deviation code between 190 and 198 when deviations are attributed to patient movement/medical support from an AMC resource.
- 6.4.12. Other. Use 199 when there is no OTHER miscellaneous deviation code that describes the deviation.

Table 6.1. Weather.

Code	Description	OPR
100	Weather in the air refueling track (specify AR track and ARCT) or at the drop zone (specify drop zone) i.e., thunderstorms, turbulence, winds, etc.	A36W
101	Ambient temperature or pressure dictated a change in fuel or cargo load.	A36W
102	Inspection or repair of weather related damage.	A36W
103	Weather precluded aircraft ground processing such as loading, refueling, repairing, etc., i.e., winds, visibility, ice, etc.	A36W
104	Weather precluded takeoff or any traffic movement on the flight line, taxiway, etc., i.e., winds, visibility, ice, etc.	A36W
105	Weather en route to destination i.e., thunderstorms, turbulence, icing, flight level winds, etc.	A36W
106	Arrival station weather precluded a safe landing i.e., lightning, winds, turbulence, visibility etc. at arrival station.	A36W
107	Late for deicing caused by weather factors i.e., frost, freezing precipitation, or snow.	A36W

Table 6.2. Events and Incidents.

Code	Description	OPR
110	Criminal/terrorist threat, increased force protection, inadequate force protection, questionable in-place security measures precluded safe operating environment.	SF
111	Damage from hostile action i.e., enemy fire, sabotage, attempted aircraft piracy etc.	SF
112	** Damage from non-hostile action i.e., vehicle, other aircraft, etc.	A4
113	Bird strike or BASH condition at departure or arrival station.	A36A
114	Bomb threat or aircraft piracy interrupted airfield operations.	SF
115	Security precaution; processed passenger(s) did not get on aircraft, baggage removal required.	A43

Table 6.3. Host Base Support at AMC Bases.

Code	Description	OPR
116	** Services support i.e., feeding, in-flight kitchen, lodging, etc. or if excessive distance to billeting was the primary cause of deviation.	A7S
117	** Civil Engineering support i.e., airfield facility electrical power, barrier reset, snow removal, etc.	A7
118	** Transportation support other than aerial port i.e., crew bus, TMO, etc.	A43
119	** Operations support i.e., airfield management, weather shop, etc.	A36A
120	** Life Support.	A37T

Table 6.4. Host Base Support at Non-AMC Bases.

Code	Description	OPR
121	Services Support i.e., feeding, in-flight kitchen, lodging, etc.	A7S
122	Civil Engineering Support i.e., airfield facility electrical power, barrier reset, snow removal, etc.	A7
123	Transportation Support, other than aerial port i.e., crew bus, MHE malfunctioned, etc.	A43
124	Operations Support i.e., airfield management, host command post, etc.	A36A
125	Life Support.	A37T
126	Supply (Use 700 or 800-series deviation codes for AMC supply support, e.g., FSL.) Include the WUC, followed by the DSN or part number and the date/time the part(s) was ordered in the first characters of the remarks section. Refer to Paragraph 6.11. for further guidance.	A47
127	POL (Use 800-series deviation codes for AMC POL support).	A47
128	Aircraft maintenance, use only for military aircraft not owned by AMC or AMC-gained units i.e., a PACAF C-130 aircraft on an AMC mission.	A44
129	Shortage of aircraft maintenance support equipment, personnel, or facilities support equipment, i.e., power unit, deicing equipment, slow response of qualified host base maintenance personnel, etc.	A44

Table 6.5. External Agencies.

Code	Description	OPR
130	Held for quarantine i.e., disease, rodents, insects etc.	A33
131	Held for inspection i.e., customs, immigration, agriculture, etc.	SF
133	ATC system capacity i.e., airspace slot time, airflow control restrictions, Euro control saturation, etc.	A36A
134	ATC other than system capacity i.e., radar outage, tower outage, etc.	A36A
135	For channel missions, load improperly configured, prepared, documented, or otherwise not ready. (Single user missions use code 171. Not to be used in place of aerial port 300-series when applicable).	A43
136	For channel missions, special or unique transportation support not provided by shipper/host i.e., special shoring, venting, late delivery of ME cargo, rations, etc.	A43
137	For channel missions, held due to passenger/baggage support by non-AMC agency.	A43
138	MAJCOM other than AMC directed/affected a change to AMC mission. Only used when MAJCOM is not identified in Table 6.27 . Include MAJCOM as the first entry in the remarks section.	A5

Table 6.6. Airfields.

Code	Description	OPR
140	* Departure station restriction/closure i.e., quiet hours, construction, emergency in progress, ramp freeze for DV movement, local exercises, etc. NOTE: For delayed departures attributed to delayed engine runs because of quiet hours, assign ONLY IF no deviation would have occurred had the engine run taken place. For example: An engine run is delayed 2 hours. If the aircraft delayed departure 2 hours or less; use 140 as primary and 900-series as the secondary reason. If the aircraft delayed departure longer than 2 hours, use 900-series as the primary and 140 as the secondary reason.	A36A
141	* Arrival or downline station restriction/closure i.e., MOG, quiet hours, construction, ramp freeze for DV movement, emergency in progress, etc. This includes ground slot time management, (parking and working MOG) by a theater MAJCOM, AMD, TALCE, etc.	A36A
142	* Departure, arrival, or downline station restriction/closure i.e., quiet hours, MOG, etc., caused by the mission running in delay. Previous deviation must be ATTRIBUTABLE to AMC . Include station ICAO identifier in remarks. (For TACC use 542).	A36A
143	* Departure, arrival, or downline station restriction/closure i.e., quiet hours, MOG, etc., caused by the mission running in delay. Previous deviation CANNOT be ATTRIBUTABLE to AMC . Include station ICAO identifier in remarks. (For TACC use 542)	A36A
145	Departure or arrival station unplanned closure directed by the station or NAF i.e., special ceremonies.	A36A

Table 6.7. Contract Carrier Controllable (Do Not Use these for Organic Aircraft).

Code	Description	OPR
150	Aircrew i.e., late reporting, sick, etc.	A34Y
151	Diplomatic clearance, flight plans, or ATC slot time not obtained by the carrier.	A34Y
152	Scheduling error or conflict.	A34Y
153	Late positioning due to maintenance at previous stations.	A34Y
154	Late positioning from a commercial (non-AMC) mission.	A34Y
155	Aircraft mechanical problems at departure or en route station.	A34Y
156	Passenger processing or loading i.e., manifest head count, flight attendant directions, etc.	A34Y
157	Baggage processing or loading i.e., carrier equipment break down, resequencing of bags, etc.	A34Y
158	Cargo processing or loading i.e., aircrew W/B calculation, carriers equipment blocks MHE, etc.	A34Y
159	Fleet service.	A34Y
160	Meal service.	A34Y
161	Aircraft interior i.e., cleaning, servicing, maintenance, etc.	A34Y
162	Aircraft servicing i.e., fuel, oil, hydraulics, etc.	A34Y
163	Other (any reason not specifically covered, amplify in remarks, also use for commercial aircraft over flying an intermediate stop for negative requirements).	A34Y

Table 6.8. Single User Missions, i.e., SAAM, JA/ATT, EXERCISE, CONTINGENCY, and OSA.

Code	Description	OPR
170	Customer showed late with cargo.	A43
171	Customer provided cargo which was improperly configured, prepared, documented, failed, or otherwise not ready (channel missions use code 136. Not to be used in place of aerial port 300-series when applicable).	A43
172	Mission essential passenger late or no show (this includes DV support on OSA missions).	A43
173	Other deviation accountable to the user i.e., mission delayed at user request, user exceeded cargo loading time etc..	A43

Table 6.9. Aeromedical Evacuation Non-AMC Medical Support.

Code	Description	OPR
180	Plane-to-plane transfer required (this includes waiting for next aircraft to arrive).	A33
181	Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift.	A33
182	Awaiting medical equipment to accompany patient in flight.	A33
183	Awaiting AE crew to accompany patient in flight (includes positioning leg).	A33
184	Medical surface transportation (airfield or medical facility) not available.	A33
185	Add-on patient(s).	A33
186	Emergency reconfiguration for AE.	A33
187	Hospital no-show or late arrival.	A33
188	Other deviation accountable to medical/AE support, patient airlift, or planning (including non-AE missions).	A33

Table 6.10. Aeromedical Evacuation AMC Medical Support.

Code	Description	OPR
190	** Plane-to-plane transfer required.	A33
191	Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift.	A33
192	** Awaiting medical equipment to accompany patient in flight.	A33
193	** Awaiting AE crew to accompany patient in flight (includes positioning leg).	A33
194	** Medical surface transportation (airfield or medical facility) not available.	A33
195	Add-on patient(s).	A33
196	Emergency reconfiguration for AE.	A33
197	** Hospital no-show or late arrival.	A33
198	** Other deviation accountable to medical/AE support, patient airlift, or planning (including non-AE missions).	A33

Table 6.11. Other.

Code	Description	OPR
199	** Other miscellaneous deviations - specific deviation code not available, amplify in remarks. Before using this deviation code, ensure no other category matches the deviation situation	A33

6.5. Operations Deviation Codes.

6.5.1. This section outlines operations-specific reporting instructions and deviation codes. Use an appropriately assigned 200-series deviation code when an aircraft deviates due to operations. Include explanatory information in the remarks section.

6.5.2. Aircrew Deviations. Units assigning aircrew deviations will advise the aircrew, when practical, explaining sequence of events and logic used in reaching the decision. Should the aircrew dispute the deviation, they should contact their home unit upon mission termination or if possible, earlier.

6.5.3. Use the 222-deviation code when a crew directs maintenance and no discrepancy is found. Also use this code when the crew delayed departure to have maintenance work a discrepancy and it is determined that the aircraft could have flown "as is" with or without the discrepancy corrected, with no impact on the mission. Use this code if the crew requests a waiver for a maintenance discrepancy that is an MC part according to the Minimum Equipment List (MEL).

6.5.4. Use the 250-deviation code when a waiver is required at a base that has no AMC maintenance or inadequate maintenance. This code is not to be used if maintenance is performed and a waiver is required. Use the appropriate 900-series deviation code.

6.5.5. Use the 261-deviation code when an entire formation deviates sympathetically due to a single problem aircraft within the formation. If the deviation is caused "outside-the-formation," all aircraft in the formation will be charged with the same deviation code (fog, runway closure, slot time, dip clearance, etc.).

6.5.6. Use the 263-deviation code for unit training missions (Locals/Off-Station) held because their mated Tanker/Receiver (external customer) cannot meet the scheduled Air Refueling Control Time.

6.5.7. Use the 265-deviation code when the wing commander or equivalent directs the deviation of a mission to more effectively use AMC resources.

6.5.8. Other. Use 299 when there is no OTHER operations deviation code that describes the deviation.

Table 6.12. Aircrew.

Code	Description	OPR
200	** Crew directed crew rest in the interest of flight safety i.e., fatigue, 3 consecutive maximum crew duty days (CDD), etc. Note: For inoperative auto pilot use applicable 9XX code.	A37V
202	** Crew rest upon arrival-not for reset i.e., delayed at aircraft on loading/offloading cargo/pax, troubleshooting maintenance, etc.	A33
207	** Crew duty time insufficient due to deviation/divert at a previous station (identify reason in remarks).	A33
210	** Crew availability, awaiting replacement crew or crew member i.e., DNIF, disqualified, etc.	A33
211	** Crew availability, flying hour limitations i.e., a crew or crewmember logged too many hours for a specified period.	A37T
219	** Crew duties performed improperly (or not performed) delayed mission departure.	A37V
220	** Crew directed; training (identify type of training in remarks).	A37T
221	** Crew directed; aerial port services requested, no discrepancy found or crew flew "as is" (state service in remarks).	A37T
222	** Crew directed; maintenance requested, no discrepancy found or crew flew "as is" (state system in remarks) or when the write-up is for a MC part according to the MEL. Note: This deviation code applies when no waiver is requested. If waiver is requested use appropriate, 900-series deviation code.	A37V
223	** Crew directed; crew requested fuel/defuel (actual fuel required different from flight plan).	A33

Table 6.13. Management and Coordination.

Code	Description	OPR
239	** Deviation due to unit C2 agency i.e., CP/AMCC/TALCE) support (late alert, faulty mission setup, etc.	A33
240	** Deviation due to aircrew squadron support.	A33
250	** Waiver requested. This is used when a waiver is requested at a base without AMC maintenance or with inadequate maintenance. Do not use if maintenance is performed. Use appropriate 900-series deviation code. State system and waiver approval authority in remarks.	A37V
255	** Unit unable to resolve reason for deviation. (Locations with AMC C2 presence).	A33
259	** Stage crew management error at stage location (faulty crew setup, etc.).	A3P
260	** No aircrew legal for alert.	A33
261	Sympathetic deviation due to a single problem aircraft within the formation (If the deviation is caused "outside-the-formation," all aircraft in the formation will be charged with the same deviation code i.e., fog, runway closure, slot time, dip clearance, etc.).	A33
262	** Local exercise i.e., ORI, MARE, aircraft piracy, etc..	A33
263	Sympathetic deviation due to Tanker/Receiver deviation. This code applies to unit training missions supporting an external customer (for TACC tasked missions use 507).	A37T
265	** Other management decision i.e., deviation departure to maximize support for all missions.	A33

Table 6.14. Unit Planning (Use 511-515 for TACC Planned Missions)

Code	Description	OPR
271	** Awaiting diplomatic clearance or PPR for unit planned missions (not requested on time).	A33
272	** Airfield operating hours not considered or en route flying times miscalculated.	A33
273	** Requested incorrect equipment or configuration to meet mission requirements.	A33
274	** Required ground support equipment or personnel not properly coordinated i.e., AGE, MHE, etc.	A33
279	** Deviation required due to scheduling/planning error at originating unit include originating units ICAO in the remarks i.e., MOG, improper ground time, etc.	A33

Table 6.15. Other.

Code	Description	OPR
299	** Other Operations deviation - Specific deviation code not available or when a non-OSA mission deviations for DV support. Detailed remarks are required	A33

6.6. Aerial Port Deviation Codes.

6.6.1. This section outlines aerial port-specific reporting instructions and deviation codes.

6.6.2. Departure Deviations. Use an appropriately assigned 300-series deviation code when an aircraft deviates due to aerial port services. Include explanatory information in the remarks section.

6.6.2.1. See code 265/525 for deviations that occur in the interest of improving mission utilization (i.e., deviation to accommodate priority TWCF cargo/pax etc.).

6.6.3. Other. Use 399 when there is no OTHER aerial port deviation code that describes the deviation.

Table 6.16. Management.

Code	Description	OPR
300	** Incomplete or improper management by Port OPS, ATOC, etc..	A43
301	** Additional mission planning required due to incorrect inbound load information. In remarks state source of incorrect inbound load information i.e., Aircrew, GATES, C2IPS, GTN, etc..	A43
302	** Load plan incorrect less than 6 hours prior to departure, new load plan generated, required refilling of flight plans, paper the crew paperwork etc..	A43
303	** Aerial Port personnel duties performed improperly (or not performed) delayed mission departure.	A43

Table 6.17. Passenger Service.

Code	Description	OPR
320	** Passenger processing or loading.	A43
321	** Baggage processing or loading.	A43
322	* Saturation of passenger terminal facilities or personnel i.e., number of gates versus number of departures, etc..	A43
323	** Late or improper meal order by passenger service (not used when crews order meals).	A43
324	** Passenger or baggage handling equipment (malfunction, shortage, or inadequate).	A43

Table 6.18. Air Freight.

Code	Description	OPR
340	** Loading time exceeded.	A43
341	** Offloading time exceeded.	A43
342	** Load reconfigured to fit contour of aircraft.	A43
343	** Load reconditioning required i.e., shoring, tie-down, etc..	A43
344	** Load documentation i.e., incorrect or incomplete.	A43
345	** Malfunction, shortage or inadequate Material Handling Equipment (MHE).	A43
346	** Saturation of cargo handling facilities or personnel.	A43
347	** Phase II loading of aircraft had to be re-accomplished after aircrew showed.	A43

Table 6.19. Fleet Service.

Code	Description	OPR
360	** Aircraft servicing time exceeded i.e., latrine servicing, trash removal, etc..	A43
361	** Equipment malfunctioned, shortage of or inadequate.	A43
362	** Late delivery of meals, beverages, or supplies.	A43
363	** Saturation of fleet service facilities or personnel.	A43

Table 6.20. Other.

Code	Description	OPR
399	** Other Aerial Port deviation - Specific deviation code not available. Detailed remarks are required.	A43

6.7. TACC/AME Deviation Codes.

6.7.1. This section outlines reporting instructions and deviation codes when the TACC is the primary responsible agency. As the controlling authority over mission execution (except training missions), the TACC may direct or approve mission modifications or deviations. Additionally, when an AME is deployed to a theater of operations the AME acts as a forward representative of the TACC. As such, AME directed mission modifications would also use the 500-series deviation codes, after coordination through TACC Global Operations Cell.

6.7.2. HQ AMC/A33C will arbitrate any contentious 500-series deviations. However, HQ AMC/A33C will not change a unit assigned 500-series deviation code unless TACC provides indisputable evidence to warrant the correction.

6.7.3. ANG units will not use 500-series deviation codes unless unit is flying an AMC mission with proper coordination as directed below.

6.7.4. Control Log. In order to assign a code from this 500 series category, AMC units must receive a control number from the TACC. The TACC/AME will maintain a control log of all 500-series deviation codes. After a unit determines assignment of a 500-series deviation code and remarks, they will

contact the TACC Deputy Director of Operations (DDO) to review the verbiage, make agreed upon changes, and receive a control number. The review by the TACC DDO is to ensure the deviation code matches the deviation reason and the remarks are suitable for senior leadership review, not to deny the assignment of the deviation code.

6.7.4.1. If the review results in a need to modify the verbiage, the individual at the unit will make agreed upon changes. If no agreement can be made, a 555-deviation code will be assigned to the mission. The DDO will append the deviation remarks with additional information i.e., suggested deviation code and justification, and then the deviation will enter the arbitration process, **Paragraph 3.3.**

6.7.4.2. The TACC/AME control number is only good for the specific mission leg it is issued against. The TACC/AME must issue a subsequent control number for any other TACC/AME approved deviations. Include the TACC/AME control number in the remarks section of the deviation message.

6.7.5. Execution Deviations. Use an appropriately assigned deviation code between 501 and 509 when deviations are attributed during the execution phase.

6.7.6. Planning Deviations. Use an appropriately assigned deviation code between 510 and 517 when deviations are attributed to planning.

6.7.7. Management Deviations. Use an appropriately assigned deviation code between 523 and 555 when deviations are for management purposes.

6.7.8. TACC Directed or Validated Mission Deviations. When TACC directs or validates a change to a mission, they are responsible for all coordination and will enter appropriate remarks in the MAF C2 systems. This also applies to ANG assets. However, prior coordination with the ANG AOC Staff Duty Officer (SDO) is mandatory. The SDO is available 24-hours daily and can be reached at DSN (312) 858-6001 or (301) 981-6001.

6.8. Commitment Level Deviations. Commitment rate is generally defined as the number of aircraft tasked on the flying schedule compared to the number of possessed aircraft.

6.8.1. The commitment rate metrics are used for 3 purposes, daily execution, long range planning management, and quantifying past performance.

6.8.2. Daily Execution Management: Commitment rate is used to identify delayed missions due to over-commitment, which saturates a unit's ability to generate aircraft.

6.8.2.1. TACC commitment rate measures how many TACC Taskable aircraft are in use or within their allocated spot time prior to take off for delay accountability purposes only. AMC standard spot time is the maintenance release time prior to takeoff. The C2 unit will determine and report the commitment level at spot time by using the following formula:

Execution Commitment Rate Formula

$$\text{TACC Commitment Rate} = \text{TACC Tasked Aircraft} \div \text{TACC Taskable Aircraft (AATS)} \times 100$$

6.8.2.1.1. Example: The spot time would affect the C-17 commitment rate if a deviation occurred within 5 hours of the scheduled takeoff time for a C-17 mission. KC-10 exception: 12 hours for off-station TACC missions, 2 hours for other missions.

Table 6.21. AMC Standard Spot Times.

AMC Standard Spot Times	
C-5	8 hours
C-17	5 hours
C-141	5 hours
C-130	4 hours
KC-135	4 hours
KC-10	12 hours

6.8.2.1.2. If mission commitment level at spot time exceeds 100% of the TACC taskable aircraft or crews, these missions become eligible for a 505 or 516 deviation code (regardless of commitment rate at scheduled takeoff time). Units will identify potential delays at spot time with an advisory message and TACC will approve all 505 or 516 deviation codes. Over commitment at spot time does not alleviate the generation of aircraft, it identifies the potential for a delay to occur. The 505 code is used when the unit is over committed because aircraft/crews have not returned home as scheduled. The 516 deviation code is used when the unit is over tasked due to HHQ scheduling. These codes can only be used for TACC executable missions and only for the number of missions exceeding the TACC taskable allocation, not for every deviation encountered, i.e., one aircraft over committed, three deviations occur, only one mission should be coded with the 505 or 516 deviation code. Commitment level percentage and a full explanation of the reason a unit is overcommitted or over tasked will be entered in the deviation remarks field of the deviation message. The 516 delay time will be determined from the difference between initial TACC mission departure time and Unit determined aircraft/aircrew availability mission departure time. Once the Unit establishes a mission departure time, any further delay results in a secondary code and delay time from the unit established departure time. Commitment level percentage and secondary deviation code remarks will be entered in the deviation remarks field of the deviation message.

6.8.2.1.3. If the unit approved a crew enhancement deviation on a mission/aircraft that could have been utilized, preventing an over committed situation, a 500-series code will not be used.

6.8.2.1.4. Wing Current Operations will provide the unit C2 agency with AATS information or C2 controllers may retrieve ATTS via the following web site: <https://amclg.scott.af.mil>. Select the AATS button, then the Execution Week Report. Find the applicable MDS and unit. The TACC taskable aircraft will be found in the TACC allocation column.

6.8.3. Long-range planning management: Long-range planning of capabilities is the most effective use of commitment rate and is an integral part of the Aircrew/Aircraft Tasking System (AATS).

6.8.3.1. Long-range AATS planning uses the commitment rate listed in [Table 6.22](#). to calculate the daily number of TACC taskable aircraft and is calculated by HQ AMC/A33 one time prior to the beginning of execution period using the following formula:

<p>AATS Formula</p> <p>TACC Taskable =</p> <p>[(Possessed – Deployed) * (Commitment Rate)] – Adjustments – Training Allocation</p>

NOTE: Adjustments are management inputs to the AATS process to properly account for all AMC aircraft and all adjustments are clearly defined in the AATS process. The number of authorized allocated trainers is set by AMC/A33 for each unit and provided to the units via the AATS process.

6.8.4. Quantifying Past Performance: Overall commitment rate measures the total impact of all unit taskings to include TACC missions/alerts/spares, deployments, and local training (including maintenance and ground trainers). Unit commanders should monitor overall commitment rate to ensure that it does not exceed the planning factors listed in [Table 6.21](#). Exceeding overall commitment thresholds while staying below the TACC commitment threshold of 100% will not result in authorized use of the over commitment deviation codes. However, operating above the planned overall commitment threshold will have negative long-term affects on aircraft fleet health. Overall commitment rate is calculated using the following formula:

<p>Overall Commitment Level Formula</p> <p>(Local Trainers + AATS Adjustments + TACC Missions/Alerts/Spares (not deployed)) ÷</p> <p>Possessed Aircraft (PI IF/CA) - Deployed (Chop'd & Staged) X 100</p>
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NOTE: Possessed aircraft are based on the Possession Identifier (PI) codes “IF” for C-141, C-17, and C-5; and “CA” for C-130, KC-10 and KC-135. PI codes are listed in AFI 33-110, *Data Administration Program*, and rules for reporting are in AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

6.8.5. During contingencies or increased operations, and at the direction of AMC/CV, schedulers will use the contingency commitment rates in [Table 6.22](#). for commitment level monitoring. AMC/A33 calculates the contingency commitment rate, using the AATS formula, and provides schedulers the new number of taskable aircraft.

Table 6.22. AMC overall planning commitment levels

MDS	Normal	Contingency
C-5	65 %	75 %
C-17	85 %	90 %
C-141	75 %	80 %
C-130	65 %	75 %
KC-135	80 %	85 %
KC-10	85 %	85 %

6.8.6. As directed by AMC/CC/CV, AMC may enter a max surge operation where commitment levels and thresholds no longer apply. During this period use of the “505/516” deviation codes is not authorized.

6.8.6.1. If TACC tasks an outbound mission on a returning aircraft and does not allow allotted spot time prior to take off, use deviation code 517. All other deviations will be recorded for the underlying cause of the deviation. The 517 deviation code is only authorized during AMC/CC/CC maximum surge operations.

6.8.7. Other. Use 599 when there is no OTHER deviation code that describes the deviation.

6.9. Temporary Deviation Code. A 555-deviation code is used as a temporary placeholder for unresolved deviations. Deviations must be reported within 2 hours after an aircraft departs. However, if the reason for deviation is not resolved within 2 hours, use an X-555 deviation code and in the remarks section designate a unit POC name, organization, DSN, estimated completion time for deviation resolution, and the reason the deviation is still unresolved. Send updated deviation information as soon as the deviation reason is resolved, but NO LATER THAN mission termination or 24 hours after the actual departure time--whichever time occurs first.

6.9.1. MAF C2 system users other than those managing AMC specific missions, i.e., AFRC, ANG, AFSOC, PACAF, USAFE, CENTCOM etc. will attempt to resolve all 555-deviation codes within 48 hours of actual departure. If unable to resolve the deviation code, the MAJCOM or HHQ with day-to-day oversight of the mission will enter the corresponding MAJCOM deviation code from [Table 6.27](#). For example, a 555-deviation code assigned to a CENTCOM intra-theater C-130 mission with an “F” as the first character of the mission number will be updated with a 670-deviation code with the following deviation remark: “AMD unable to resolve reason for deviation”, as missions are not authorized to be closed with a 555-deviation code assigned.

6.9.2. Future versions of GDSS2 will automatically change the 555 to the corresponding 600 series MAJCOM deviation code ([Table 6.27](#).) based on unique first character of the mission number.

6.9.3. TACC Global Operations C2 controllers will attempt to resolve all 555-deviation codes within 24 hours of actual departure for AMC managed missions. If unable to resolve the deviation code within that 24-hour period, they will enter a subsequent 555-deviation code with remarks stating reason why they were unable to resolve.

6.9.4. After an additional 24 hours (48 hours total after departure) TACC Global Operations Cell C2 lead controller will enter a subsequent 555-deviation code stating reason why they were unable to resolve. Missions are not authorized to be closed with a 555-deviation code assigned.

6.9.5. 48 hours after unresolved deviations the following will occur:

6.9.5.1. Departures from locations with AMC fixed C2 presence (CP/AMCC). If the deviation code is not resolved within 48 hours, HQ AMC/A33C will update the C2 system by changing the 555 to a 255 with the following deviation remark: "Unit unable to resolve reason for deviation". The deviation code will remain 255 if not changed by unit C2 personnel. Units may request AMC/A33C to change deviation codes on missions that C2 controllers cannot access via their MAF C2 systems. Missions **are** authorized to be closed with a 255-deviation code assigned.

6.9.5.1.1. Future versions of GDSS2 will automatically change the 555 to a 255 after 48 hours.

6.9.5.2. AMC missions departures from locations without AMC C2 presence. If the deviation code is not resolved within 48 hours, HQ AMC/A33C will update the C2 system by changing the 555 to a 501 with the following deviation remark: "TACC unable to resolve reason for deviation". The deviation code will remain a 501 if not changed by TACC Global Operations Cell C2 controllers. Missions **are** authorized to be closed with a 501-deviation code assigned. A 501-deviation code will only be used for AMC managed missions with an AMC specific mission number.

6.9.5.2.1. Future versions of GDSS2 will automatically change the 555 to a 501 after 48 hours based upon first character of the mission number and departure location.

Table 6.23. Execution.

Code	Description	OPR
501	* TACC unable to resolve reason for deviation. (Locations without AMC C2 presence) (AMC missions only).	TACC
502	* Mission held awaiting diplomatic clearance (requested IAW Foreign Clearance Guide (FCG)).	TACC
503	* Computer flight plans not available, not sent or incorrect flight plan sent. DO NOT use for Flight Manager controlled missions	TACC
504	* Flight Manager (FM) deviation. Use this deviation code when mission is delayed due to FM. i.e., FM filed incorrect route of flight.	TACC
505	* Unit operating at or above its assigned commitment level due to assigned aircraft delayed in the air mobility system and unit does not have enough aircraft available to perform tasking. State spot time commitment level percentage and identify late returning mission in the remarks field of the deviation message.	TACC
506	Sympathetic deviation when an AMC resource causes a formation or package deviation i.e., Coronet, AEF, JA/ATT, etc. Example: If an AMC aircraft in a formation has an engine malfunction, it will receive a 923; the other aircraft in the formation will receive a 506.	TACC
507	Sympathetic deviation when other than an AMC resource causes a formation or package deviation i.e., Coronet, AEF, JA/ATT, etc. Example One: A fighter package deviates causing the tankers to deviate. The tankers will receive a 507. Example Two: ESTA and/or troop commander chooses to deviate without a validated timing change. The AMC resources will receive a 507.	TACC
508	Deviation due to air refueling track saturation (Do not use in lieu of planning/scheduling errors.)	TACC
509	* Planning error during execution i.e., airfield operating hours, MOG not considered, improper ground time used, etc.	TACC

Table 6.24. Planning.

Code	Description	OPR
510	* Tanker planner error, C2 agency unable to support mission due to lack of information.	TACC
511	Awaiting diplomatic clearance (not requested IAW FCG).	TACC
512	* Planning error. i.e., airfield operating hours, MOG not considered, improper ground time used, etc.	TACC
513	* Requested incorrect equipment or configuration to meet mission requirements.	TACC
514	* Required support equipment or personnel not positioned. i.e., MHE.	TACC
516	* Unit operating at or above its assigned commitment level due to HHQ scheduling and not enough aircraft are available to perform mission tasking. State spot time commitment level percentage and identify add-on tasking in the remarks.	TACC
517	* TACC tasked an outbound mission on a returning aircraft without allowing allotted spot time (Table 6.22.) prior to take off. Only utilize during AMC CC/CV declared max surge operations.	TACC

Table 6.25. Management.

Code	Description	OPR
523	* Deviation directed or validated to support higher priority mission (including AE missions)	TACC
524	* Deviation directed or validated to match home station aircraft and aircrew	TACC
525	* Deviation directed to support mission enhancements, improve utilization or for military aircraft over-flying an intermediate stop for negative requirements. Provide reasoning in remarks.	TACC
526	* Crew Enhancement Crew Rest (CECR).	TACC
527	* Deviation directed in support of classified mission(s).	TACC
542	* Departure, arrival, or downline station restriction/closure (i.e., quiet hours, MOG, etc.), caused by the mission running in deviation. Previous deviation(s) ATTRIBUTABLE to TACC. (Include departure, arrival, or downline station ICAO identifier in remarks.) (For theater MAJCOM, AMD, TALCE etc. use 141, for AMC use 142).	TACC
555	* Deviation Unresolved (this may be used for 48 hours while researching the basic reason for the deviation, Paragraph 6.9.).	TACC

Table 6.26. Other.

Code	Description	OPR
599	* Other TACC/AME deviation - Specific deviation code not available. Detailed remarks are required	TACC

6.10. Other MAJCOM (Non-AMC) Deviation Codes.

6.10.1. This section outlines reporting instructions for headquarters other than AMC. These deviation codes have been established for **administrative** purposes and only apply to **non-AMC** missions. AMOCC/AMD will use the 600-series codes to identify higher headquarters directed deviations for each theater.

6.10.2. Primary Deviation. When the primary deviation is attributable to a MAJCOM, use the appropriate 600-series code.

6.10.3. Secondary Deviation. A secondary deviation will be entered with appropriate remarks. For example, if PACAF directs a mission to deviate by two hours to improve utilization, and subsequently deviates one hour for maintenance reasons, the primary deviation code will be 610 with a time of 3.0. The secondary deviation code will be a 9XX with a time of 1.0. Remarks will include an explanation for both of the deviation codes.

Table 6.27. Other MAJCOM (Non-AMC).

Code	Description	OPR
610	PACAF AMOCC Directed	PACAF
620	USAFE AMOCC Directed	USAFE
630	ANG Directed	ANG
640	AFRC Directed	AFRC
650	AFSOC Directed	AFSOC
660	ACC Directed	ACC
670	AMD Directed	CENTAF
680	FMF Directed (AFSOUTH)	AFSOUTH
690	AETC Directed	AETC

6.11. Logistics Deviation Codes.

6.11.1. This section outlines logistic-specific reporting instructions and deviation codes.

6.11.2. Departure Deviations for Supply. Use an appropriately assigned 700-series deviation code when an aircraft deviates for parts. Review **Paragraph 6.12.** when determining if deviation should be coded as supply or maintenance.

NOTE: Whenever a 700-series deviation code is the primary reason for a deviation, the appropriate 900-series deviation code will be entered in the secondary deviation code field and the appropriate Work Unit Code (WUC) entered as the first five characters in the remarks. **Do not** precede the WUC with the letters "WUC".

6.11.2.1. All supply deviations require a WUC and stock number or part number in the first part of the remarks section. This part number or stock number will be used to analyze the availability of parts associated with deviations. Also, include the actual time the part(s) was ordered in remarks.

6.11.2.2. If the responsible supply function is not an AMC unit and either did not issue a part or did not issue the part in time for an on time departure, use the appropriate 100-series deviation code and explain in remarks. Again, it is mandatory to include the WUC, in the first 5 characters in the remarks followed by the stock number, part number, and reason in the remarks.

6.11.3. Other. Use 799 when there is no OTHER deviation code that describes the deviation.

6.11.4. Logistics Deviation Indicators Saturation or Shortage. Use an appropriately assigned 800-series deviation code when the deviation is for saturation or shortage of logistics facilities, personnel, etc.

6.11.4.1. If the servicing organization is not an AMC unit, use the appropriate 121-129-series deviation code and explain in the remarks. The 800 series is for AMC Servicing organizations and the 121-129 is for Non AMC Host base servicing organizations.

6.11.5. Other. Use 899 when there is no OTHER logistics deviation code that describes the deviation.

Table 6.28. Supply.

Code	Description	OPR
711	** Request exceeds authorized level in the FSL, AMC maintenance bench stock and supply points.	A47
712	** Stock levels not maintained in the FSL, AMC maintenance bench stock or supply points for this type aircraft.	A47
713	** Stock levels maintained for this type aircraft, however level not established in the FSL, AMC maintenance bench stock or supply points for this type aircraft.	A47
714	** Critical item authorized, however insufficient assets available to fill this requirement. (Takes precedent over 715 and 716.)	A47
715	** Order and ship time not exceeded (Reference DOD 4140-R and 23-110 Vol. 1 Part 1 Chapter 24 Attach 24A-4 which contains the UMMIPS standards.)	A47
716	** Order and ship time exceeded (Reference DOD 4140-R and 23-110 Vol. 1 Part 1 Chapter 24 Attach 24A-4 which contains the UMMIPS standards.)	A47
717	** Supply issued wrong part.	A47
718	** Unserviceable asset issued from supply (identify repair activity reflected on the AFTO Form 350, Repairable Item Processing Tag, accompanying the part and enter in remarks. Material deficiency report required on unserviceable assets originating from depots.)	A47
719	** Supply Personnel duties performed improperly (or not performed) delayed mission.	A47
720	Supply parts maintained/supplied by contractor i.e., KC-10, C-21 aircraft.	A47

Table 6.29. Other (Supply).

Code	Description	OPR
799	** Other Logistics Supply deviation - Specific deviation code not available. Detailed remarks are required.	A47

Table 6.30. Saturation.

Code	Description	OPR
831	Saturation or shortage of facilities i.e., supply, POL, maintenance.	A4
832	** Saturation or shortage of personnel i.e., supply, POL, maintenance.	A4
833	** Saturation or shortage of assigned support equipment i.e., supply, POL, maintenance.	A4

Table 6.31. Other (Saturation).

Code	Description	OPR
899	** Other Logistics saturation or shortage deviation - Specific deviation code not available. Detailed remarks are required.	A4

6.12. Departure Deviation Codes for Maintenance.

6.12.1. Use an appropriately assigned 900-series deviation code when an aircraft deviations for maintenance problems. Consider several points below before coding aircraft maintenance problems.

6.12.1.1. All maintenance and supply deviations require a WUC as the first five characters in the remarks section when applicable. C-17 aircraft will use the complete reference designator code. The last two digits of the 900-series deviation code are usually the same as the first two digits of the WUC. Include explanatory information of the component or system that caused the deviation and a brief description of the corrective action taken. If the original aircraft is replaced with another aircraft, also enter the original aircraft tail number (aircraft that had the system problem). The WUC represents the system that malfunctioned, regardless of the location or the personnel performing the corrective action.

6.12.2. Minimum notification time for HQ AMC directed support of MICAP and MRT. Use the following minimum time standards to compute the notification cut-off time prior to scheduled departure. Choose one and only one of the "Basic Items". Then add to the basic time all the "Additive Activities" that apply. (Example: hand-carried part requires bench check: hand-carried time, 2 hours; plus bench check time, 4 hours; equals total minimum notification time, 6 hours.):

Table 6.32. MICAP/MRT Minimum Notification Times.

Item	Minimum Time
Basic Items	
Hand-Carried Items	2 Hours
Items Requiring MHE	4 Hours
Items Larger Than 1 Pallet	6 Hours
CONUS MRT	6 Hours
OCONUS MRT	8 Hours
Additional Activities	
Bench Check	4 Hours
Functional Check	2 Hours
Transportation From Off-Base	TBD by HQ AMC/A4RC (on a case-by-case basis prior to movement CAAN (to cannibalize parts from another airframe) Action TBD by HQ AMC/A4RC on a case-by-case basis prior to CANN)

6.12.3. Assigning Supply or Maintenance Deviation Code. Use an appropriate 700-series supply deviation code if the deviation would not have occurred had the part been on hand. If the deviation would have occurred even if the part had been available, use a 900-series maintenance deviation code as the primary deviation and a 700-series as the secondary deviation reason.

6.12.4. Assigning Maintenance or Quiet Hours (140) Deviation Code. Use the 140-deviation indicator if the deviation would not have occurred had an engine run taken place during published quiet hours. If the deviation would have occurred even if the quiet hours were not a factor, use a 900-series maintenance deviation code as the primary deviation and 140 as the secondary deviation reason.

6.12.5. Other. Use 999 when there is no OTHER logistics deviation code that describes the deviation.

Table 6.33. Maintenance Management.

Code	Description	OPR
901	** Maintenance personnel duties performed improperly (or not performed) delayed mission.	A44
902	** Aircraft held for required maintenance training.	A44
903	** Shortage (based on malfunction) of support equipment i.e., power unit, A/C, deicing equipment, etc.	A44
904	* Deviation directed to support MICAP and/or MRT. Use this deviation code when HQ AMC/LGRC's notification <i>does not</i> meet the minimum time standard.	TACC
905	** Deviation directed to support MICAP and/or MRT. Use this deviation code when HQ AMC/LGRC's notification meets the minimum time standard and the deviation occurs as a result of a Wing MXG or MSG process.	TACC

Table 6.34. Airframe.

Code	Description	OPR
911 **	Airframe structure, doors and windows.	A44
912 **	Cockpit and fuselage compartments/equipment.	A44
913 **	Landing gear.	A44
914 **	Flight controls.	A44
916 **	Boom (tankers).	A44
917 **	Aerial delivery system (tankers).	A44

Table 6.35. Power Plant.

Code	Description	OPR
923 **	Power plant.	A44
924 **	Auxiliary power plant.	A44
932 **	Hydraulic propeller.	A44

Table 6.36. Systems.

Code	Description	OPR
941	** Air conditioning, pressurization, and surface ice controls.	A44
942	** Electrical systems i.e., generators, bus tie connectors, wiring, switches, etc..	A44
944	** Lighting system.	A44
945	** Hydraulic and pneumatic systems i.e., hydraulic pump, plumbing filters, etc..	A44
946	** Fuel system.	A44
947	** Oxygen system.	A44
949	** Misc. utilities/fire detection/protection system/water waste.	A44
951	** Instruments/independent systems.	A44
952	** Automatic flight controls.	A44
955	** MADARs and history/flight data/voice recording systems/recorders.	A44
956	** Automatic All Weather Landing Systems (AAWLS).	A44
957	** C-17 automatic/electronic flight control systems.	A44
959	** Air refueling system (receiver aircraft).	A44
961	** HF communications.	A44
962	** VHF communications.	A44
963	** UHF communications.	A44
964	** Intercom/Interphone.	A44
965	** Identification, Friend or Foe (IFF).	A44
966	** Emergency radio/Emergency communication.	A44
968	** Satellite Communications system (SATCOM).	A44
969	** Miscellaneous communications equipment.	A44
971	** Radio navigation/C-17 Global Positioning System.	A44
972	** Radar navigation/C-17 Inertial Reference Unit (IRU).	A44
973	** Bomb NAV/INS/Station Keeping Equipment.	A44
976	** ECM/C-17 Defensive/Missile Warning System.	A44
989	** Airborne battlefield command control center (capsule).	A44
991	** Emergency/Survival equipment.	A44
996	** Personnel and Miscellaneous equipment on the aircraft.	A44
997	** Explosive devices and components.	A44
998	** C-21 maintenance related deviation.	A44

Table 6.37. Other.

Code	Description	OPR
999	** Other Logistics Maintenance deviation - specific deviation code not available. Detailed remarks are required.	A44

Chapter 7

C2 AND SUPPORT SYSTEMS

7.1. General. There are numerous systems that provide commanders and other key personnel at all levels with timely and accurate data for command and control of MAF resources. It is imperative that these systems be utilized as they were intended to ensure effective visibility and control of these resources. This chapter outlines duties, responsibilities, and policies for the current primary systems used at Force and Unit levels for mission and resource management and the execution of MAF missions. It also provides a brief description of other related systems, and provides an explanation of how these systems work together to provide global visibility of MAF resources.

7.2. System Certification. Management at all levels is responsible for ensuring users of MAF C2 systems satisfy specific training standards prior to making unsupervised entries. All users of MAF C2 systems must be certified in writing. Each functional area Unit Program Account Manager (UPAM) will maintain the certification documents. The certification official will be, at a minimum, the OIC/NCOIC of the functional area. There are JPRLs, which define specific training and certification standards for GDSS, GDSS2 and C2IPS. They will be used as the training standard for each user.

7.3. ACFP. The Advanced Computer Flight Plan system is designed to generate wind-optimized flight plans. Flight planners and Flight Managers use this system to select optimum flight profiles and routes for MAF aircraft. In peacetime, flight plans must meet requirements for automating aircrew flight plan tasks, as well as conserving fuel. During wartime, flight plans must provide flight planners the flexibility to select options, which, for example, minimize the fuel taken out of theater, maximize cargo loads, minimize or avoid threat areas, and ensure accurate time over target.

7.4. AHS (RIDL). The AMC History System provides a reporting and analysis capability of current and historical GDSS information. Reports Information Database Library (RIDL) is the meta-data management system for all reports with data from the GDSS and AHS databases.

7.5. AIRS. The Airlift Information and Reporting Systems were designed to assist Air National Guard mission planners and schedulers with a tool to assist building missions, and upon mission completion, producing after action reports. Schedules are sent from AIRS to GDSS. GDSS in turn passes the schedule to applicable C2IPS nodes. The AIRS-GDSS interface is one-way. AIRS does not receive any data from GDSS or other C2 system.

7.6. ARMS. The Air Refueling Management System provides the refueling requester community a single entry point into an integrated refueling database. It allows receiver and tanker units to work concurrently with HQ AMC's database via the World Wide Web. ARMS is a key element of HQ AMC C2 modernization program. With the ARMS software a receiver can enter a refueling requirement and have that single request processed through tanker unit tasking in CAMPS. All users of CAMPS and ARMS will be able to see the same information and request status indicators. This seamless system enhances the processing of air refueling events for the field units as well as HQ AMC.

7.7. C2IPS. The Command and Control Information Processing System is a mission monitoring, planning, and execution system that supports both wing level (AMU) and theater level (AMD/AME) opera-

tions. C2IPS is the primary means of accomplishing wing/unit-level mission planning and movement reporting to higher headquarters (HQ AMC, AFRC, ANG etc.). C2IPS links each unit functional area with an automated system designed to share mission information from the earliest phase of mission planning to the final phase of mission execution. All pertinent mission information is included in C2IPS i.e., complete mission itinerary, arrival/departure times, fuel load/configuration requirements, aircrew/AE crew information, tail number, maintenance status, and current ramp utilization data. GDSS2 will replace C2IPS beginning in 2004.

7.7.1. Interfaces. C2IPS sends and receives MAF C2 mission data to/from GDSS, TBMCS, and G081 via messages. GDSS exchanges C2IPS information with other C2 systems. GDSS also relays mission information from these other systems to C2IPS. C2IPS interfaces with the G081 aircraft maintenance system via a message translator called Broker. The two systems share data such as parking spots, maintenance statuses, fuel loads, and mission monitoring data. C2IPS is the only system that provides information to TBMCS for Air Tasking Order (ATO) production.

7.7.2. Unit Responsibilities. Each unit that is installed with C2IPS will use the system for mission management of all missions. This includes higher headquarters tasked missions, as well as unit generated training missions. Each C2IPS wing/unit commander will assign a Functional Area Coordinator (FAC). FAC duties, as listed in the JPRL, include being the overall POC for C2IPS matters, conducting periodic User's Group meetings, as well as ensuring an effective unit-level training program. All C2IPS training will be in accordance with the C2IPS JPRL.

7.8. CAMPS. The Consolidated Air Mobility Planning System is AMC's force-level C2 planning and scheduling system that provides mission planners with tools for planning and scheduling AMC air mobility missions during peacetime, contingency, humanitarian, and wartime operations. Operating separate unclassified and classified systems, CAMPS interfaces with other C2 systems to support worldwide airlift and air refueling requirements in several functional areas: deliberate planning, operational planning, short-notice planning, and allocation management.

7.9. CMARPS. The Combined Mating and Ranging Planning System is AMC's Command and Control (C2) legacy program that optimizes planning, allocation, and scheduling of air refueling assets. The system operates at different classification levels. The Consolidated Air Mobility Planning System (CAMPS) will assume the functionality of CMARPS.

7.10. G081 Broker. G081 is the Core Automated Maintenance System for Mobility. G081 provides the Air Mobility Command (AMC) both a worldwide maintenance management system and a Logistics Command and Control (C2) capability for aircraft. The system provides a central database of real time updates and access to critical logistics information. It provides visibility of aircraft operational status, aircraft location, aircraft historical discrepancies, aircraft modification status, personnel information, support equipment information, and shop production information. G081 interfaces with C2IPS via a message translator called Broker. The two systems share like data such as parking spots, maintenance statuses, fuel loads, and mission monitoring data. G081/Broker also passes data to GDSS.

7.11. GATES. The Global Air Transportation Execution System is a transportation system for AMC to support USTRANSCOMs DTS 2010 Integration Plan requirements. GATES functionality includes cargo and passenger processing information used to direct AMC mobility operations worldwide, providing the

air portion of passenger and cargo In-transit Visibility (ITV) information to the Global Transportation Network (GTN).

7.12. GDSS. The Global Decision Support System is the primary command and control system for the scheduling, management, and execution of airlift and air refueling missions at MAJCOM level and the TACC. It is designed to provide global visibility over MAF missions and other command forces that are linked to the MAF missions. GDSS provides accurate, near-real-time data required for making decisions concerning the deployment and employment of MAF resources.

7.12.1. Interfaces. GDSS interfaces with over 30 major Command and Control (C2) and transportation systems such as C2IPS, CAMPS, the USTRANSCOM GTN, and Global Command and Control System (GCCS).

7.12.2. Responsibilities. Each functional user is responsible for submitting accurate and valid data. Each OIC/Superintendent supporting functional users is responsible for operator training within his or her functional area. All GDSS training will be in accordance with the JPRL.

7.12.3. GDSS2 is an automated command and control system that will provide both unit-level and headquarters-level (e.g., Tanker Airlift Control Center) planning, scheduling, and tracking of airlift and mobility missions. GDSS2 will replace GDSS and C2IPS beginning in summer 2004.

7.13. GTN. USTRANSCOM GTN collects and integrates transportation information from selected transportation systems. The resulting information is provided to the President and Secretary of Defense, combatant commanders, USTRANSCOM, its component commands, and to DOD customers to support transportation planning and decision making during peace and war. GTN gives users a seamless, real-time ability to access both classified and unclassified transportation and deployment information. GTN21 is the next generation version of this system.

7.14. IMT. IMT is the TACC's automated support tool to proactively flight manage and dispatch missions under the Mobility 21 (M21) Concept. IMT fuses corporate information (C2, weather, logistics, etc.) to support centralized flight management.

7.15. L-BAND. The L-BAND satellite communications (SATCOM) is an AMC communications initiative to provide a two-way electronic mail (e-mail) capability between C2 agencies and L-BAND SATCOM-equipped aircraft. This initiative significantly enhances the MAF's ability to provide effective command and control by improving the flow of valuable information. It uses a combination of Cockpit Data Terminals (CDT), International Maritime Satellite (INMARSAT) communications, Land Earth Stations (LES), and special routers and servers to provide the e-mail capability. Deployable L-BAND SATCOM equipment is provided to Tanker Airlift Control Elements (TALCE) and Mission Support Teams (MST) to provide the capability in austere environments for ground-to-ground and ground-to-air communications.

7.16. LOGBOOK. Logbook is a USTRANSCOM Web-based information sharing application. The primary functional capabilities are as follows: Web Based Interface; Data Archiving; Audit Trail; Binary File Attachments; Search Capability; Electronic Checklists; Automated Reporting; and Customized Forms. Logbook's main advantage is the sharing of information. Everyone in the process has access to the same information, but unlike e-mail, information is shared, not duplicated, with access controlled by permissions. This provides an audit trail of information, real-time cataloging, and sharing of data/information.

This enables users to conduct a transfer of pertinent information, while providing a complete record from which a wide range of automated reports and briefings can be generated.

7.17. SMS. The Single Mobility System is a USTRANSCOM system which is composed of requirements visibility and electronic mission trading, data entry, collaboration, and after action reporting. It also contains a limited read-only flight-following capability with data from GDSS.

7.18. TBMCS. The Theater Battle Management Core System functionality includes intelligence processing, air campaign planning, execution and monitoring, aircraft scheduling, and weather monitoring and analysis. TBMCS is used to produce the theater ATO and Special Instructions (SPINS) for all aircraft within the Area of Responsibility (AOR). At the force-level, TBMCS supports the Joint Forces Commander (JFC) through the Air and Space Operations Center (AOC) and Air Support Operations Center (ASOC).

7.19. TMDS. The Table Management Distribution System is an AMC unique system that standardizes reference data for MAF C2 systems i.e., units, aircraft type, tail numbers, etc. When reference data is ready to be distributed, TMDS sends the data to external systems (GDSS, GDSS2 and C2IPS). User inputs are validated against these tables prior to transmission to ensure data integrity.

MARK A. VOLCHEFF, Major General, USAF
Director of Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 10-207, *Command Posts*

AFPAM 10-1403, *Air Mobility Planning Factors*

AFI 11-2XX, Volume 3, *Flying Operations*

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*

AFI 11-222, *Tanker Activity Report*.

AFI 11-401, *Aviation Management*

AFI 21-101, *Maintenance Management of Aircraft*

AFI 31-101, *Air Force Installation Security Program*

AFI 10-206, *Operational Reporting*

AMCPAM 10-210, *Stage Crew Management*

AFPD 31-4, *Information Security*

AMCI 14-102, *Debriefing and Reporting*

AMCI 10-202, Volume 1, *AMC Command and Control Operations*

AMCI 10-202, Volume 2, *AMC Command and Control (C2) Responsibilities and Procedures*

AMCI 10-202, Volume 4, *Contingency and Wartime Mobility Airlift Operations Management*

AMCI 11-208, *Tanker/Airlift Operations*

AMCI 23-102, *Expeditious Movement of AMC VVIP and FSS Items*

AMCI 24-101, Volume 9, *Air Terminal Operations Center*

AMCI 31-4, *Prime Knight*

AMCI 31-101, *The Air Force Installation Security Program*

AMCI 31-104, *The PHOENIX RAVEN Program*

AMCP 55-58, *AMC Headquarters Guide For Tanker Task Force Operations*

AMCI 90-201, *Inspection System*

AMCPAM 90-202, *Inspection Guide*

AFRCI 11-201, *Flying Operations*

Interface Design Document (IDD) for the Common Command and Control Interface

MAF C2 Systems Instructional Books; i.e., Global Decision Support System (GDSS) JPRLs, and Command and Control Information Processing System (C2IPS) JPRL.

AMC Passenger and Cargo Schedule

AMC Mission ID Encode/Decode Tables

AMC C2 Master Training Plan

Abbreviations and Acronyms

AATS—Aircrew/Aircraft Tasking System

AC—Aircraft Commander

ACARS—Aircraft Communications Addressing and Reporting System

ACFP—Automated Computer Flight Plan

ACFT—Aircraft

ACL—Allowable Cabin Load

ADS—Aerial Delivery System

AE—Aeromedical Evacuation

AGE—Aerospace Ground Equipment

AHS—AMC History System

ALCE—Air Lift Control Element

AMCC—Air Mobility Control Center

AMD—Air Mobility Division

AME—Air Mobility Element

AMPAS—Air Mobility Performance Analysis System

APCC—Aerial Port Control Center (TACC)

AOR—Area of Responsibility

APU—Auxiliary Power Unit

AR—Air Refueling

ARCP—Air Refueling Control Point

ARCT—Air Refueling Control Time

ARIP—Air Refueling Initial Point

ATA—Actual Time of Arrival

ATB—Actual Time of Block

ATD—Actual Time of Departure

ATO—Air Tasking Order

ATOC—Air Terminal Operations Center

C2—Command and Control

C2IPS—C2 Information Processing System

CAF—Combat Air Forces
CAMPS—Consolidated Air Mobility Planning System
CDD—Crew Duty Day
CDT—Crew Duty Time
CECR—Crew Enhancement Crew Rest
CMARP—Contingency Mating and Ranging Program
CFP—Computer Flight Plan
CMARPS—Combined Mating and Ranging Planning System
CMW—Compartmented Mode Workstation
CONUS—Continental United States
CP—Command Post
CP—Co-pilot
CVAM—Office of the Vice Chief of Staff, USAF, Airlift Missions
DAR—Deviation Accountability Rate
DR—Departure Reliability
DHD—Due Home Date
DNIF—Duty Not Including Flying
DST—Deviation Start Time
DV—Distinguished Visitor
DZ—Drop Zone
D2—Due To
ECM—Electronic Counter Measures
ESTA—En-route Support Team Advanced
ETA—Estimated Time of Arrival
ETB—Estimated Time of Block
ETD—Estimated Time of Departure
ETIC—Estimated Time in Commission
FAA—Federal Aviation Administration
FAC—Functional Area Coordinator
FE—Flight Engineer
FLIP—Flight Information Publication
FM—Flight Manager

FMC—Fully Mission Capable
FSL—Forward Supply Location
GATES—Global Air Transportation Execution System
GDSS—Global Decision Support System
G081—Government Operative 81 (Core Automated Maintenance System for Mobility)
GTN—Global Transportation Network
HAZMAT—Hazardous Material
HF-ALE—High Frequency Air Link Establishment
ICAO—International Civil Aviation Organization
IFM—Integrated Flight Management
IFR—Instrument Flight Rules
ILS—Instrument Landing System
IMT—Integrated Management Tool
INS—Inertial Navigation System
ISO—Isochronal Inspection
ITV—In-Transit Visibility
JA/ATT—Joint Airborne/Air Transportability Training
JCS—Joint Chiefs of Staff
JFACC—Joint Forces Air Component Commander
JPRL—Job Performance Requirements List
LFA—Legal For Alert
LM—Loadmaster
LZ—Landing Zone
LGRC—Logistics Readiness Center
M21—Mobility for the 21st Century
MACC—Maintenance Aircraft Control Center
MAF—Mobility Air Forces
MARE—Major Accident Response Exercise
MADAR—Malfunction Analysis, Detection, and Reporting
MAF—Mobility Air Force
MAIRS—Military Air Integrated Reporting System
MC—Mission Capable

MCF—Maintenance Control Flight
MDS—Model, Design, and Series (aircraft type)
ME—Mission Essential
MEDEVAC—Medical Evacuation
MEGP—Mission Essential Ground Personnel
MEL—Minimum Equipment List
MHE—Materiel Handling Equipment
MICAP—Mission Impaired Capability Awaiting Parts
MLS—Multi-Level Security
MOC—Maintenance Operations Center
MOG—Maximum On Ground (parking MOG, working MOG, and contingency MOG)
MRO—Mission Reliability Office
MSK—Mission Support Kit
MSN—Mission
MST—Mission Support Team
MX—Maintenance
NAF—Numbered Air Force
NMC—Not Mission Capable
NMCB—Not Mission Capable--Both Maintenance and Supply
NMCM—Not Mission Capable--Maintenance
NMCS—Not Mission Capable--Supply
OCONUS—Outside Continental United States
OPCON—Operational Control
ORI—Operational Readiness Inspection
OSA—Operational Support Airlift
PAX—Passengers
PDM—Programmed Depot Maintenance
PMC—Partially Mission Capable
PNAF—Primary Nuclear Airlift Force
POL—Petroleum, Oil, and Lubricants
PPR—Prior Permission Required
PSC—Passenger Service Center

RIDL—Reports Information Database Library
RON—Remain Over Night
R2—Remove and Replace
SAAM—Special Assignment Airlift Mission
SAM—Special Air Mission
SATCOM—Satellite Communication
SITREP—Situation Report
SMS—Single Mobility System (USTRANSCOM)
SRT—Scheduled Return Time
TACC—Tanker Airlift Control Center
TALCE—Tanker Airlift Control Element
TBMCS—Theater Battle Management Core System
TMDS—Table Management Distribution System
TOA—Time of Arrival
TOT—Time Over Target
TPFDD—Time Phased Force Deployment Data
TTF—Tanker Task Force
TWCF—Transportation Working Capital Fund
XFER—Transfer
WUC—Work Unit Code
WX—Weather

Terms

AATS—Aircrew/Aircraft Tracking System is a tasking tool that takes into account limitations imposed by aircrew and aircraft availability.

Aircraft Communications Addressing and Reporting System (ACARS)—ACARS is a digital data link system transmitted via VHF, SATCOM, and HF radio that allows airline flight operations departments to communicate with the various aircraft in their flight. ACARS can be considered to be “e-mail for airplanes”. Currently, GDSS exchanges information with ACARS equipped C/KC135 Aircraft.

Additional Crew Member (ACM)—An individual possessing valid flight orders who is required to perform in-flight duties and is assigned in addition to the normal aircrew complement required for a mission.

Advanced Computer Flight Plan (ACFP)—An AMC system, which replaced the Optimized MAC Computer Flight Plan (formerly Jeppesen). ACFP provides flight crews with winded, optimized flight plans for improved fuel economy and increased payloads. The flight planner uses a Microsoft

Windows-based interface and communicates with the mainframe located at Scott AFB IL. Once the optimized flight plans are calculated, they are returned to the user. Flight plans can be received in a format which will allow the user to open that flight plan in PFPS (Portable Flight Planning Software), ultimately allowing the user to manipulate the data and/or load the flight plan electronically into the aircraft mission computer. Creates electronic flight plan Forms 175 and 1801 for filing with Federal Aviation Administration (FAA). Database derived from Digital Aeronautical Flight Information File (DAFIF) provided by NIMA. Future developments include a Web based interface and improved interoperability with AFMSS and AMC C2 systems.

Aeromedical Evacuation—Airlift service provided for the movement of patients by AMC aircraft assigned for aeromedical evacuation purposes.

Aeromedical Evacuation Control Team (AECT)—The AECT is the central source of expertise for aeromedical evacuation. This team is responsible for operational planning, scheduling, and execution of scheduled and unscheduled AE missions through the appropriate AE elements. The AECT monitors execution of AE missions and coordinates and communicates with theater planning cells and AE elements. The AECT advises and briefs the DIRMOBFOR on AE issues.

Aerospace Expeditionary Force (AEF)—An organization comprised of aerospace capabilities that provides tailored force packages to meet theater combatant commanders needs across the full spectrum of military operations. AEFs are inherently capable of performing one or more of the Air Force's basic functions: counter air, counter space, counter land, counter sea, strategic attack, counter information, command and control, airlift, air refueling, space lift, space support, special operations employment, intelligence, surveillance, reconnaissance, and combat search and rescue. The fundamental underpinning to the sustained execution of these functions is the Air Force's ability to provide the full complement of Expeditionary Combat Support forces.

AMC History System (AHS)—The primary system for retrieving reliability data via pre-coded standard retrievals or unit specific requests for data.

Airborne Report (AIREP)—A report made by an aircraft while airborne concerning position, weather, and aircraft data. It is used for recording in-flight weather and position reports primarily when flying on over-water missions.

Airlift Coordination Center (ALCC)—Organization the functions within the AOC to plan, coordinate, manage, and execute theater airlift operations in the AOR.

Airlift Control Team (ALCT)—The ALCT is the source of intra-theater expertise within the AMD. The ALCT brings intra-theater airlift functional expertise from the theater organizations to plan and coordinate intra-theater airlift operations in the AOR/JOA for the JFACC. TRANSCOM/AMC may augment the ALCT with intra-theater airlift expertise. These two sources of airlift expertise integrate into a single ALCT within the AMD.

Air Mobility Advanced Console System II (AMACS II)—Provides replacement and standardization of the telephone systems used in OCONUS Air Mobility Control Centers (AMCC). The AMAC II system provides the same functionality as AMACS without the systems furniture.

Air Mobility Control Center (AMCC)—AMCC is the functional name for the Command and Control (C2) flight which is a part of each Air Mobility Squadron (AMS). AMCCs provide C2 support at key en route locations. Normally OCONUS AMCCs manage all aircraft and aircrews operating AMC and AMC-gained missions through their location. Assigned personnel monitor strategic mobility missions,

report mission movement for theater assigned C-130 forces (when operating on AMC missions), and coordinate ground support activities to include maintenance, aerial port services, and aircrew support for all AMC and AMC-gained missions transiting their station.

Air Mobility Control Team (AMCT)—The AMCT serves as AMD's centralized source of air mobility C3 during mission execution. The Chief of AMD uses the AMCT to direct or redirect, as required, air mobility forces in concert with aerospace forces to respond to requirement changes, higher priorities, or immediate execution limitations. The AMCT deconflicts all air mobility operations into, out of, and within the AOR/JOA. The AMCT maintains execution process and communications connectivity for tasking, coordinating, and flight following with the AOC COD, subordinate air mobility units, and mission forces.

Air Mobility Control Unit (AMCU)—The terms "AMS, AMCF, ALCS, ALCF, USAFE AMS, and PACAF OSD" are interchangeable and describe the in-garrison unit identifier. Unless otherwise noted, the term "Air Mobility Control Unit (AMCU)" collectively refers to those units. (OPR: DOO)

Air Mobility Division (AMD)—One of five divisions that make up the Air and Space Operations Center (AOC). The AMD plans, coordinates, tasks and executes the air mobility mission. The AMD is comprised of five core teams: Air Mobility Control Team; Airlift Control Team; Aerial Refueling Control Team, Air Mobility Element, and the Aeromedical Evacuation Control Team.

Air Mobility Element (AME)—The AME deploys to the theater as an extension of the AMC TACC. The AME may be requested when a DIRMOBFOR is established and TRANSCOM-assigned air mobility aircraft are employed in support of aerospace operations. It becomes an element of the AMD. The AME provides air mobility integration and coordination of TRANSCOM-assigned air mobility forces. The AME receives direction from the DIRMOBFOR and is the primary team for providing coordination with the TACC. Direct-delivery inter-theater air mobility missions, if required, will be coordinated through the AMD and tasked by the AMC TACC. The TACC commander maintains OPCON of direct-delivery missions during execution. The AME ensures the integration of inter-theater air mobility missions with intra-theater air and space operations planning. The Air Mobility Element coordinates with the TACC to resolve problems and provide C2 information on air mobility operations (i.e., deconflict use of airspace, airfield operations, and other assets to ensure the seamless integration of intra-theater and inter-theater air mobility operations).

Air And Space Operations Center (AOC)—The principal air operations installation (land-based or sea-based) from which all aircraft and air warning functions or tactical air operations are controlled. The AOC is the senior air operations element of the theater air control system.

Air Refueling Control Point (ARCP)—The planned geographic point over which the receiver(s) arrives in the observation/precontact position with respect to the assigned tanker. Ref. T.O. 1-1C-1

Air Refueling Control Team—The air refueling control team plans and tasks air refueling missions to support theater aerospace operations and coordinates air refueling planning, tasking, and scheduling to support an air bridge and/or global attack missions within the AOR/JOA.

Air Refueling Exit Point (A/R EXIT PT)—The designated geographic point at which the refueling track terminates. In a refueling anchor it is a designated point where tanker and receiver may depart the anchor area after refueling is complete.

Air Refueling Initial Point (ARIP)—A point located upstream from the ARCP at which the receiver aircraft initiates a rendezvous with the tanker.

Air Refueling Track—A track designated for air refueling.

Airlift Requirement—That tonnage (passengers, cargo, medical evacuees, and/or mail) required to be airlifted to or from an area during a definite period.

Allowable Cabin Load (ACL)—The maximum payload that can be carried on a landing gross weight, or by the maximum zero fuel weight.

Alternate Airfield—An airfield specified in a flight plan to which a flight may proceed when a landing at the point of first intended destination becomes inadvisable.

Amc-Assigned Airlift Forces—Airlift forces assigned to AMC and over which AMC/CC exercises operational control.

Anchor Refueling—Air refueling performed as the tankers maintain a prescribed pattern, which is anchored to a geographical point, or fix.

Attainment—The time a commander completes all actions for a specific directed DEFCON or completes all implemented individual readiness actions.

Augmented Aircrew—A basic aircrew supplemented by additional aircrew members to permit in-flight rest periods. As a minimum, an augmented crew provides for in-flight rest for crewmembers, if they are authorized and required for aircraft being flown or missions being performed. Ref. AFI 11-202, Volume 3.

Block Time—Block-out time is the time when the aircraft chocks are withdrawn, brakes released, and the aircraft begins to taxi from parking for takeoff. Block-in time is the time when the aircraft physically stops in its parking slot upon arrival and is chocked.

Blue Bark—US military personnel, US citizen civilian employees of the DOD, and the dependents of both categories who travel in connection with the death of an immediate family member. It also applies to escorts for dependents of military members traveling under competent orders.

Border Clearance—Those clearances and inspections required to comply with Federal, state, and local Agricultural, Customs, Immigration, and immunization requirements.

Change Of Operational Control (CHOP)—The date and time (Greenwich Mean Time-GMT) at which the responsibility for operational control of a force or unit passes from one operational control authority to another. The CHOP point is the geographical position where responsibility for operational control of a mission is transferred.

Channel Airlift—Common-user airlift service provided on a scheduled basis between two points.

Channel Traffic—The movement of passengers and cargo over established worldwide routes served by scheduled aircraft under the control of AMC or commercial aircraft under contract to AMC.

Civil Reserve Air Fleet (CRAF)—A fleet made up of civil aircraft volunteered by US carriers to augment the airlift capability of AMC in times of crisis or national emergency.

Closed Circuit Flightline Video (CCFV)—Provides closed circuit television system with taping capability. Monitors and camera controls are located in AMC Command Posts, Air Mobility Control Centers, and Security Forces control centers. Cameras are strategically placed and monitor aircraft parking, maintenance, and loading areas.

Close Hold Missions—Certain highly sensitive missions that require special handling, limited access, and modification to normal command and control procedures.

Close Watch Missions—Term used to ensure designated missions receive special attention. All possible actions are taken to ensure on time accomplishment, and users are notified when deviations occur or can be anticipated.

Coin Assist—Nickname designating dependent spouses, accompanying dependent children, and dependent parents of military personnel reported missing or captured who may travel space available on military aircraft for humanitarian purposes upon approval of the Chief of Staff, US Army; Chief, Naval Operations; Chief of Staff, US Air Force; or the Commandant of the Marine Corps.

Command & Control Information Processing System (C2IPS)—An integral part of the Command and Control (C2) System. C2IPS is the primary unit-level C2 system for AMC and AMC-gained units. Databases at each large node allow for sharing of C2 information through local and wide area networking. C2IPS interfaces directly with, and automatically updates the Global Decision Support System (GDSS). Organizations use C2IPS to conduct scheduling activities and to track aircraft generation, cargo handling/loading, and aircraft servicing. C2IPS links each unit-level functional area through the use of an automated system. It was designed to share mission information from the earliest phases of mission planning to the final phase of the mission execution.

Command And Control Manager—The OIC, chief, superintendent, or NCOIC directly in charge of the CP/AMCC.

Command & Control System—The facilities, equipment, communications, procedures, and personnel essential to a commander for planning, directing, and controlling operations of assigned forces pursuant to the mission. The facilities, equipment, communications, procedures, and personnel essential to a commander for planning, directing, and controlling operations of assigned forces pursuant to the mission assigned.

Command Post (CP)—A C2 center from which the commander and staff direct actions in support of the unit's assigned mission. The CP is the focal point of the unit operation, and as such receives and disseminates orders, information, and requests necessary for the C2 of assigned forces and operations. Each Air Force base has some type of CP--base, wing, major command (MAJCOM)-- or (in rare cases) a combination of CPs at the same base. The number of personnel required to operate a CP depends on the mission supported. Air Mobility Control Centers (AMCCs) are primarily located overseas with the exception of Dyess AFB TX.

Common User Airlift Service—The airlift service (military or commercial augmentation) provided on a common basis for all DOD agencies and as authorized for other components of the US government.

Conference Hotel—Communication conference available to help aircrews solve in-flight problems that require additional expertise. Ref. AFI 11-2 MDS-Specific Volume 3.

Controllable Deviation—Processes/actions that can be successfully planned around with a reasonable chance for an on time departure.

CVAM—Office of the Vice Chief of Staff, USAF, Airlift Missions. Tasking agency for SAM and SPAR missions flown by 89AW and 310AS.

Deadhead Time—Duty time for crewmembers, positioning or de-positioning for a mission or mission support function while not performing crew duties.

Defense Switched Network (DSN)—The basic general-purpose switched voice network of the Defense Communications System (DCS).

Departure Time—The takeoff time for an aircraft as recorded by a control tower (or flight service station) and relayed to base operations or applicable command and control agency.

Designated Courier—An officer or enlisted member in the grade of E-7 or above of the US Armed Forces, or a Department of State Diplomatic Courier selected by the Defense Courier Service to accept, safeguard, and deliver courier material as directed.

Diversion—Operational term for the in-flight change of an aircraft's intended destination to any other airfield. Diversion is differentiated from a reroute in that a diversion occurs during flight.

DV/VIP—Distinguished visitor/very important person. Military passengers, including those of friendly nations, of star/flag rank, or equivalent status to include diplomats, cabinet members, and members of Congress. Others may be designated as VIPs due to their mission or position by the agency of the Department of Defense authorizing the individual's travel. BLUE BARK passengers are handled by AMC as VIPs. DV/VIP Codes are listed in the DOD Flight Information Publication, *General Planning*.

En route Station—Station between points of origin and destination at which missions will stop.

Engines Running Onload And Offload (ERO)—Off-or onload of passengers and cargo with aircraft engines running to expedite aircraft movement or meet the time requirements of unit moves, joint training operations, exercises, and contingencies.

Flight Manager (FM)—The core of Integrated Flight Management is the FM. The FM is an aircraft dispatcher licensed by the FAA and certified by the TACC/CC. The FM is in partnership with the aircraft commander for the safety and operational control of flights. To expedite and ensure safety of flight, the FM authorizes, regulates, and manages assigned flights according to military and FAA regulations. The primary focus of the Flight Manager is to accomplish flight planning for the sortie by checking NOTAMS, weather, airfield suitability, etc., filing the flight plan with ATC, and producing a set of departure papers for the crew's review and acceptance. The FM coordinates with ATC for the best routing. The FM proactively plans the flight for the crew and then flight follows the mission while en route. The FM identifies and coordinates support requirements with the arrival location. Using new technology and information management systems and software to access legacy system applications, the FM will improve command and control and enhance timely information flow between the TACC and the aircrew, air mobility operations representatives, and air traffic management agencies.

Global Air Traffic Management (GATM)—AMC's program to equip for future worldwide Communication Navigation Surveillance/Air Traffic Management (CNS/ATM) requirements.

Global Command And Control System (GCCS)—GCCS is the command and control system of joint and coalition forces. It incorporates the force planning and readiness assessment applications required by battlefield commanders to effectively plan and execute military operations. Its Common Operational Picture correlates and fuses data from multiple sensors and intelligence sources to provide war fighters the situational awareness needed to be able to act and react decisively. It also provides an extensive suite of integrated office automation, messaging, and collaborative applications. With GCCS, joint commanders can coordinate widely dispersed units, receive accurate feedback, and execute more demanding, higher precision requirements in fast moving operations.

Global Decision Support System (GDSS)—AMC's primary force-level command and control (C2) system. The primary node at Scott AFB supports the Tanker Airlift Control Center (TACC) and other HQ AMC users. GDSS is used to manage the execution of airlift and tanker missions. GDSS receives airlift schedules from CAMPS and interfaces with other automated systems including the Command and

Control Information Processing System (C2IPS) at the wing level and the Global Transportation Network (GTN) at the Joint level.

Ground Time—Period of time an aircraft is on the ground. Ground times for military and commercial aircraft differ; military aircraft ground time is computed from landing to takeoff, while commercial aircraft is from block-in to block-out.

Global Transportation Network (GTN)—An integrated network of command, control, communication, and computer systems as well as related procedures, policy, and personnel in support of USTRANSCOM's global transportation management and operations

GMT—Greenwich Mean Time. Also called Zulu time. Used as the standard time throughout the world.

Hazardous Cargo/Materials—Explosive, toxic, caustic, nuclear, combustible, flammable, biologically infectious, or poisonous materials that may directly endanger human life or property, particularly if misused, mishandled or involved in accidents.

High Frequency Air Link Establishment (HF-ALE)—HF-ALE is AMC's replacement for the better-known HF radio. With ALE technology, the HF call success rate is in excess of 90 percent. The system automatically selects the best-authorized frequency from a preprogrammed list and eliminates HF noise when the radio is idle. The technology employs the use of an Automatic Communications Processor (ACP). The ACP performs the computerized management. It maintains all operating frequency, parameters, and addressing information.

Integrated Management Tool (IMT)—IMT is the TACC's automated support tool to flight manage and dispatch missions under the M21 Concept. IMT fuses corporate information (C2, weather, logistics, etc.) to support centralized flight management.

Integrated Flight Management (IFM)—The IFM Concept of Operations (CONOPS) currently centers around the TACC/XOC group (force-level). As IFM CONOPS expands and matures, it will include other TACC functional processes, such as Air Mobility Movement Requirements Management and Mission Planning and Schedule, unit-level functions and processes, and include linkages between force and unit-level processes. The goal of IFM is seamless process and information flow across functional domains, which will significantly improve Air Mobility operations. IFM will transform current reactive mission monitoring to a more dynamic, proactive mission management approach. IFM will foster a more collaborative decision making process to make more informed decisions for the successful execution of the mission. A core function of IFM is the Flight Manager group and the services the Flight Managers provide.

International Civil Aviation Organization (ICAO) CODES—Four letter codes that identify specific locations. The first letter indicates the ICAO region and the nation/location by the last three letters. All Continental US codes begin with "K." (For example: "KCHS" designates Charleston AFB and "KDOV" designates for Dover AFB).

Joint Airborne/Air Transportability Training (JA/ATT)—A JCS-directed, AMC-managed program which provides basic airborne and combat airlift proficiency/continuation training for airdrop, assault air-land, and aircraft static loading conducted in a joint DOD environment. It ensures continued combat readiness of forces assigned and/or programmed for assignment to unified commands.

Maintenance codes.

a. Fully Mission Capable (FMC)
b. Partially Mission Capable (PMC)
c. Not Mission Capable (NMC)
(1) Maintenance (NMCM)
(2) Supply (NMCS)
(3) Both (NMCB)

Manifest—Hard copy record of cargo and passengers airlifted on aircraft operated by, for, or under the control of the Air Force.

Minimize—A procedure for reducing traffic on common-user record and voice circuits during emergencies.

Mission Management (Force-Level)—The function of organizing, planning, directing, and controlling MAF airlift and air refueling missions worldwide. Mission management includes mission execution authority to originate, plan, task, and direct where and when a mission operates and what the mission does when it arrives. The Tanker Airlift Control Center (TACC) senior officers, mission area representative, mission management, and flight managers provide centralized mission management for AMC. Other MAF control centers include the USAFE and PACAF Air Mobility Operations Control Centers (AMOCC), the 89 AW/CP and 6 ARW/CP (for HAF/CVAM tasked missions), the AFRC Command Center, and the ANG Guard Bureau. The AMD/AME provides extended mission management capability, on behalf of the TACC, within the AOR.

mission monitoring and management (unit-level)—The function of organizing, planning, directing (limited), and controlling MAF airlift and air refueling missions operating through a location. This includes the coordination and directing of local resources to accomplish the mission in a timely manner. Mission management authority begins when an aircraft is within UHF/VHF range, continues through its ground time and ends when the aircraft departs and is beyond UHF/VHF range, it does not include mission execution authority for TACC tasked missions. The AMC command post (CP), air mobility control center (AMCC), and Tanker Airlift Control Element (TALCE) controllers are mission managers for their unit tasked missions, such as local training and Horseblanket priority 2C1 and lower missions.

Mission Support Element (MSE)—A MSE is an individual unit performing specific functions required to support airlift operations. Examples of MSEs are maintenance, aerial port, security forces, weather, intelligence, and flying safety. These MSEs may be deployed to support TALCEs or existing AMC/non-AMC operations throughout the world. When deployed with a TALCE, the MSE is under the direct command of the TALCE commander. When deployed to augment an existing operation, an MSE is under the command of the supported unit commander or controlling AMC agency.

Mission Support Team (MST)—A team of air mobility specialists deployed to provide a smaller scale level of support when a full TALCE is not required. An MST may include loadmasters, aerial port, and other specialties, as needed.

Office Of The Vice Chief Of Staff, Usaf, Airlift Missions (CVAM)—The tasking agency for SAM and SPAR missions flown by 89 AW and 310 AS.

Payload—The combined weight of passengers, baggage, mail, and cargo carried on an airlift mission.

Prime Nuclear Airlift Force (PNAF)—Designated AMC airlift squadrons and aircrews trained and certified for peacetime movement of nuclear cargo.

Quick Turn—Procedures designed to expedite the movement of selected airlift missions by reducing ground times at en route or turnaround stations.

Scheduled Takeoff Time—That takeoff time as established in the AMC cargo or passenger schedule or operation orders. For air aborts and diversions, this will be the total of block-in plus authorized ground time. Early deviation does not apply to aborts and diversions unless the mission is formally rescheduled.

Security Control Of Air Traffic And Air Navigation Aids (SCATANA)—Emergency plan that allows Commander in Chief, North American Aerospace Defense Command's to implement measures for security and control of both civil and military air traffic and navigational aids.

Sortie—A ground departure to a ground arrival with the potential of several airborne events in between.

Special Air Mission (SAM)—Those missions operated by the 89 AW in support of the special airlift requirements of the Department of Defense.

Special Assignment Airlift Mission (SAAM)—Those airlift requirements that require special consideration due to the number of passengers involved, weight, or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel airlift.

Tanker Airlift Control Center (TACC)—The HQ AMC agency conducting centralized command and control of AMC-assigned and AMC-gained resources. This facility is responsible for scheduling and control for all air refueling and airlift resources worldwide. It is the focal point for managing Air Force taskings and Department of Defense support.

Tanker Airlift Control Element (TALCE)—A composite organization of qualified AF personnel tailored to support operational missions transiting locations where AMC C2 and mission reporting are nonexistent or require augmentation.

Tanker Operations Airlift Division (TOAD)—Those missions operated in support of United States Northern Command (USNORTHCOM) and North American Aerospace Defense Command (NORAD) operations.

Theater-Assigned/Attached Airlift Forces—Airlift forces of AMC that are assigned or attached to a unified command for employment within the unified commander's theater of operations. These forces are under the command of the AMC/CC and under the operational control of the theater commander.

Transportation Working Capital Fund (TWCF)—Established to finance the operations of the Single Manager Operating Agency for Airlift Service. TWCF pays for operating costs, which are replenished by charging airlift users for services performed. It is also used as a management tool to promote the efficient use of the airlift by-product of AMC's peacetime training program.

Uncontrollable Deviation—Deviations that are attributed to processes that are outside of AMC control and cannot be planned around.

Very Very Important Parts (VVIP)—A designation applied to certain spare aircraft parts, which due to their high value, critical shortage, or immediate need to support NMCS requirements, must receive special handling during shipment.

Zulu—Universal Coordinated Time, used as the prime basis of standard time throughout the world. ZULU time is used in all EAMs and OPREPs.

Attachment 2

**IC 2004-01 TO AMCI 10-202 VOLUME 6, MISSION RELIABILITY AND
REPORTING SYSTEM**

13 AUGUST 2004

SUMMARY OF REVISIONS

This interim change (IC) CY-01 deletes the requirement for a secondary deviation code to follow the 505 and 516-deviation code. It also deletes the requirement for Air National Guard Mission Numbers created IAW AMC Mission ID Encode/Decode Tables Document to adhere to the guidance established within AMCI 10-202 Volume 6, Figure 4.4.

4.12.1. The exceptions to compliance with **Figure 4.4.**, Station and Air Refueling Track Purpose Codes, are Air National Guard (ANG) mission numbers due to the unique mission number second character.

Table 4.4. Station and Air Refueling Track Purpose Codes.

Station and Air Refueling Track Purpose Codes		
Departure Code	Arrival Code	Reasons for Departure/Arrival or A/R Track
A	A	Airborne Refueling (offload)
C	C	Aircrew Change
D	D	En Route Offload (other than final offload)
E	E	Extraction Zone (EZ)
I	I	Drop Zone (DZ)
J	J	Air Abort or Diversion for aircraft system malfunction
K	K	Air Abort or Diversion for non-mechanical reasons
L	L	Local Missions (i.e., training missions)
O		Initial Onload (either outbound or from turnaround)
P	P	Positioning or depositioning (when the purpose is to position aircraft for loading, or deposition following offloading)
Q	Q	Airborne Refueling (onload and offload)
R	R	Ground Refueling Stop
S	S	En Route Onload (other than initial onload)
	T	Mission Termination (other than training missions)
	U	Final Offload (either outbound or inbound)
	X	Overfly
	Y	Skipped Leg/Drop Zone (JA/ATT missions)
Z	Z	Air Refueling (onload)

If second character of mission ID is:	For initial departure of mission use:	For initial arrival of mission at on-load station use:
J	P	P
V, G	P	T
U, S, X	L	L
All others	O	U

For all other departures and arrival stations, use C, D, L, R, S, X and J or K as necessary.

Purpose codes O, D, S, and U pertain to passenger and cargo onload/offload.

5.3.2.3. A voice report to TACC global operations cell, or flight manager (if applicable) is required prior to submitting an advisory message that changes the ETD or ETA on AMC Channel, SAAM, Exercise, or Contingency missions or anytime the mission has an air refueling event occurring on the leg after departure from the current location. Include initials of the TACC C2 controller or TACC FM that the voice report was given to with the applicable remarks explaining the deviation.

5.10.1. DELETED.

6.8.2.1.2. If mission commitment level at spot time exceeds 100% of the TACC taskable aircraft or crews, these missions become eligible for a 505 or 516 deviation code (regardless of commitment rate at scheduled takeoff time). Units will identify potential delays at spot time with an advisory message and TACC will approve all 505 or 516 deviation codes. Over commitment at spot time does not alleviate the generation of aircraft, it identifies the potential for a delay to occur. The 505 code is used when the unit is over committed because aircraft/crews have not returned home as scheduled. The 516 deviation code is used when the unit is over tasked due to HHQ scheduling. These codes can only be used for TACC executable missions and only for the number of missions exceeding the TACC taskable allocation, not for every deviation encountered, i.e., one aircraft over committed, three deviations occur, only one mission should be coded with the 505 or 516 deviation code. Commitment level percentage and a full explanation of the reason a unit is overcommitted or over tasked will be entered in the deviation remarks field of the deviation message. The 516 delay time will be determined from the difference between initial TACC mission departure time and Unit determined aircraft/aircrew availability mission departure time. Once the Unit establishes a mission departure time, any further delay results in a secondary code and delay time from the unit established departure time. Commitment level percentage and secondary deviation code remarks will be entered in the deviation remarks field of the deviation message.

6.8.2.1.3. If the unit approved a crew enhancement deviation on a mission/aircraft that could have been utilized, preventing an over committed situation, a 500-series code will not be used.

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