Global Reach Logistics Page

UNITED STATES AIR FORCE
HEADQUARTERS AIR MOBILITY COMMAND
LOGISTICS INTEGRATION
SCOTT AFB, ILLINOIS 62225

Reference Guide

19 September 2017
NOTICE

This reference is currently under review to incorporate new items and changes.

Data currently in this reference can still be used, as well as, the on-screen help links within Global Reach.

Additions/Changes will be identified by two green asterisks (**) on the Table of Contents and/or next to the item as they are updated until the entire document has been reviewed.
UPDATE LOG

19-Sep-2017  -Chapter 1 – Introduction
  • UPDATED: What is a Global Reach Report?
  • UPDATED: What Part Do I Play?
  • UPDATED: How Do I Access The Global Reach Page?
  • DELETED: Types of Programs
    o Pertinent data added to Applications
  • UPDATED: Applications
  • UPDATED: On Demand Reports
  • UPDATED: Subscription Reports

-Chapter 2 – Global Reach Menu
  • DELETED: Global Reach Page – Menu
  • UPDATED: Global Reach Page Menu
    o Moved verbiage from deleted item to this page

12-Sep-2017  -Added review notice
  -Updated document POC information
  -No data/content changes made
Preface

The nature of the Mobility Air Force (MAF) mission demands a high level of performance. Our ability to effectively manage the rapid and safe movement of people, equipment, and supplies on a global scale is the primary catalyst that sustains the United States military forces as the best in the world.

A significant element of our ability to accomplish this mission is the high caliber of people within MAF and the level of training and preparation they receive. A recent conference indicated the need to improve Core Automated Maintenance System (CAMS) For Mobility/G081 Maintenance Management Information System training. To that end, HQ AMC/A4PI, took on the task to have all the G081 User Training Manuals revised and new ones created where needed.

This User's Manual is designed to help you learn about the Global Reach webpage, the purpose of the Global Reach reports and the various output scenarios for the reports pertinent to your job. It will also serve as a reference tool as you go through the daily routine of extracting data. The manual provides you with general information such as what each report is, source of the data, update frequency of the data and any peculiarities of a report.

After you have developed an understanding of the basic webpage look and feel, look through the various reports. You will see that each one is described in detail to help you collect and organize the data needed to process the different tasks that you'll be completing. The Global Reach reports are extensive with many variables. It was designed that way because of the unique reporting requirements of the different users and the various aircraft types within the MAF. Due to this flexibility, specific business rules are required in order for the report to run as you need.

Selector page and report output examples in this manual depict random selections of command, base, MDS, as well as others. The basic report requirements for each report are shown with examples to help readers understand how to properly run the reports. The exact application in your activity may be slightly different due to local programming and protocol.

NOTE

Many of the reports are now updated near real time but some of the on-line screens show "(updated every xx minutes or hours). Due to the lead time for programmers to update the screens, the frequencies reflected within this manual as of the publishing date may be more current than the actual screens.
# Table of Contents

**TABLE OF CONTENTS** | VI
---|---
**CHAPTER 1** | 1
 Introduction | 1

**INTRODUCTION TO GLOBAL REACH** | 3
 What is a Global Reach Report? | 3
 What Part Do I Play | 3
 How Do I Access The Global Reach Page? | 3
 Applications | 4
 On Demand Reports | 4
 Subscription Reports | 4

**CHAPTER 2** | 5
 Global Reach Menu | 5

**GLOBAL REACH PAGE MENU** | 7

**CHAPTER 3** | 12
 General Reports | 12

**COMMANDER’S FLEET DASHBOARD** | 13

**18 AF HEALTH OF THE FLEET** | 15

**A4 DASHBOARD** | 19

**AIRCRAFT AVAILABILITY** | 27

**AIRCRAFT CAPABILITY** | 29

**DEPLOYED AIRCRAFT REPORT** | 31

**AIRCRAFT DOCUMENT REVIEW** | 33

**GENERATION REPORT** | 37

**AIRCRAFT MICAP REPORTS** | 41

**PARKING LOCATION REPORT** | 50
<table>
<thead>
<tr>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRCRAFT STATUS SHEET</td>
<td>53</td>
</tr>
<tr>
<td>ALPHA ROSTER</td>
<td>57</td>
</tr>
<tr>
<td>C5M MINIMUM ESSENTIAL SUBSYSTEM LIST (MESL)</td>
<td>58</td>
</tr>
<tr>
<td>COMMANDER’S AIRCRAFT SUMMARY REPORT</td>
<td>59</td>
</tr>
<tr>
<td>CRITICAL SUPPORT EQUIPMENT REPORT</td>
<td>63</td>
</tr>
<tr>
<td>DASH 6 REPORT</td>
<td>65</td>
</tr>
<tr>
<td>DUE HOME REPORT</td>
<td>68</td>
</tr>
<tr>
<td>ENGINE MICAP REPORTS</td>
<td>70</td>
</tr>
<tr>
<td>HEALTH OF THE FORCE</td>
<td>76</td>
</tr>
<tr>
<td>IN FLIGHT AIRCRAFT REPORT</td>
<td>80</td>
</tr>
<tr>
<td>IN-FLIGHT BREAK SUMMARY REPORT</td>
<td>82</td>
</tr>
<tr>
<td>LOOKING GLASS REPORT</td>
<td>84</td>
</tr>
<tr>
<td>MINIMUM ESSENTIAL SUBSYSTEM LISTING (MESL)</td>
<td>88</td>
</tr>
<tr>
<td>MISSION SYMBOL LIST</td>
<td>90</td>
</tr>
<tr>
<td>NOT MISSION CAPABLE (NMC) MAF AIRCRAFT</td>
<td>91</td>
</tr>
<tr>
<td>POSSESSION PURPOSE CODES</td>
<td>93</td>
</tr>
<tr>
<td>SITUATION REPORT</td>
<td>94</td>
</tr>
<tr>
<td>SITUATIONAL AWARENESS REPORT</td>
<td>97</td>
</tr>
<tr>
<td>TACC IFM REPORT</td>
<td>105</td>
</tr>
<tr>
<td>TAIL NUMBER BIN REPORT</td>
<td>107</td>
</tr>
<tr>
<td>AIRCRAFT TCTO COMPLIANCE REPORT</td>
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</tr>
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</table>
If you have suggestions for improving this Reference Guide or if you note any errors, please contact HQ AMC/A4PI, Ms. Penny Young, Penny.Young.2 ctr@us.af.mil, DSN 779-4511.
CHAPTER 1

Introduction
Introduction to Global Reach

What is a Global Reach Report?

The Global Reach reports are developed using data extracted from the Maintenance Information System (MIS) Web G081/Mobility Air Force Logistics Command and Control (MAF LOG C2). Web G081/MAF LOG C2 is used to manage and document maintenance activities and processes exclusively for MAF assets. Maintenance information on C-5, C-9, C-17, C-40, C-130, HH-60, KC-10, and KC-135 aircraft is fed to an operational data store and the Air Force Materiel Command (AFMC) via G081 to aid in making fleet management decisions. The system is currently used by over 30,000 Air Force personnel & contractors worldwide. Inputs to G081 are transmitted to the Defense Information System Agency (DISA) System Management Center at Ogden (Hill AFB, UT), where the mainframe resides. G081 is the key to reliability, sustainability, and deploy ability of the nation’s mobility fleet in support of both MAF and the United States Transportation Command (USTRANSCOM) mission. In lieu of logging into G081, the Global Reach (GR) web page allows for the easy retrieval of this data in a variety of reports. GR reports are updated at various times throughout each day based on the dynamics of the data. Some reports (to name a few) are: 18AF Health of the Force Charts, Aircraft Generation and Aircraft Availability Reports, Commander’s Aircraft Summary, Situational Awareness, Aircraft Status Sheets and various Training reports.

What Part Do I Play?

In any system of record keeping and report development, the accuracy of the data introduced to the system will dictate the reliability of the information produced as a final product. In the case of G081 and Global Reach, that responsibility rests squarely on the shoulders of the technicians who perform the hundreds of tasks associated with operating and maintaining the world’s largest and most capable air transport fleet. Every day, as you complete a job, order parts, document a flight, or begin a repair action, you input several pieces of information to the system. These pieces of information are added to similar inputs from everyone all over the world to create a composite database that can be used to do many things, from predicting component failure to planning a mobilization. The validity of the decisions made by individuals using Global Reach reports is dependent upon how well you complete your part of the mission. By inputting accurate and timely data in G081, you will continually increase the capability of planners to develop war-winning strategies and aid logisticians in buying better aircraft, parts, and support equipment.

How Do I Access The Global Reach Page?

The operational data store is physically located on a server at DISA Oklahoma City, Tinker AFB, OK and accessed via a Web link. Personnel who access Web G081 via a USER ID account have immediate access to GR with their program access rights. Personnel who have not need for Web G081 access must complete and submit a DD Form 2875 to the local G081 Manager, or their MAJCOM representative. Once approved, they will be assigned a unique USER ID for access to GR only. Users may then access GR via the
web link using a valid Control Access Card (CAC) or PKI certificate to validate their identity and access rights. The URL web link to the Global Reach Home page is https://amclg.csd.disa.mil/.

Applications

There are two types of applications available in GR. For GR users, applications are programs integral to the capture and/or management of information that does not reside within G081. These programs provide valuable tools for managers at all levels. To access an application, such as Flight Following, Logistics Evaluation Assurance Program (LEAP), or the G081 Table Editor, you will require a G081 User ID or an application ID. Access to these additional reports/applications requires a separate DD Form 2875 be submitted to the POC of that application. Prior to actually using the various reports/applications, it is important to understand what each of these programs are and what they do for you.

For GR site managers/programmers, applications are programs used to manage information that needs to be uploaded or updated for specific data elements. They are an integral part of the operational data store, providing the capability to update Global Reach home page links, allowing updates when AMC aircraft goals change, providing the capability to add PDF/PPT files to a specific report or allowing the Weapon System Managers (WSMs) to add comments for key performance metrics. Most of the input data is provided by performance management or the WSMs.

On Demand Reports

Reports are written using various programming languages. The majority of the Global Reach reports are written using Web Focus. These initial reports have a selector page which requires the user to set the parameters before running a report. The parameters include, but are not limited to, Command, Base, and MDS. When you submit the parameters the report output is in HTML unless an option exists for an Excel or PDF output.

Subscription Reports

Subscription reports are similar to the On Demand reports; however, parameters are entered through a graphical user interface and processed once a day/month. Users receive a report via email as long as they have entered a valid email address. These reports provide valuable information to managers and supervisors and are also beneficial to all G081 users by allowing them to receive needed recurring reports automatically, similar to scheduled Batch reports using G081.
CHAPTER 2

Global Reach Menu
Global Reach Page Menu
Global Reach Logistics /A4 Information

The Global Reach menu is arranged by functional area for ease of use by the various users. You will notice that links to some of the reports are listed under more than one functional area. Although the reports are identical, this provides ease of access for the various functional areas.

Air Force Portal

Training Manuals

Commander’s Fleet Dashboard

Commander’s Aircraft Summary Report

Logistic Director’s Assessment

A4 Dashboard

18 AF Health of the Fleet

Health of the Force

Logistics Command & Control Menu
- Aircraft Availability
- Aircraft Capabilities
- Aircraft Generation
- Critical Support Equipment
- Deployed Aircraft
- Flight Following
- In Flight Aircraft
- Mission Symbol List
- Not Mission Capable (NMC) MAF Aircraft
- TACC IFM Report
- WUC/REFDES

Maintenance Management
- Aircraft Availability
- Aircraft Generation
- Aircraft Status Sheet
- Flight Following
- Looking Glass
**Maintenance Operating Center**
- Aircraft Capabilities
- Aircraft Generation
- Aircraft MICAP
- Aircraft Parking Status
- Base Maps
- C5M MESL
- Critical Support Equipment
- Engine MICAP
- Flight Following
- MESL
- Situation Report
- Tail Number Bin
- WUC/REFDES

**Flight-Line Expeditor**
- Aircraft Generation
- Aircraft Availability Report
- Aircraft Status Sheet
- Flight Following
- Looking Glass

**Plans and Scheduling**
- Aircrew/Aircraft Tasking System (AATS)
- Aircraft Availability
- Aircraft Capabilities
- Aircraft Document Review
- Aircraft Generation
- Aircraft Status Sheet
- Automated 2410 – Insp/TCTO Checklist
- Dash 6
- Deployed Aircraft
- Due Home
- Looking Glass
- Mission Symbols
- Possession Purpose Codes
• Tail Number Bin
• TCTO Status

Quality Assurance
• DOPP
• FOD
• LCAP

Analysis
• A4 Dashboard
• Critical Support Equipment
• Deployed Situational Awareness
• In-Flight Break Summary Report
• Looking Glass
• Monthly Reports
  • Preliminary
  • Final
• Situational Awareness
• Web G081
• System Change Request Report

Performance Management
• Daily Aircraft Snapshot
• Top Performing Aircraft

Data Integrity
• Status vs WUC/REFDES Mismatch Report

Material Management Staff
• Aircraft MICAP
• Engine MICAP
• FEDLOG

Mobility Air Force Apps
• Cams-FM (G081)
• FEDLOG
• Other Applications
  • A4 Dashboard File Upload
  • AATS
- DOPP
- G081 Table Editor
- LCAP
- Weapon Systems Manager Dashboard Update

**Subscription Reports**
- What Reports am I subscribed to?
- Subscription Reports – Daily Email
  - Aircraft Discrepancy Search/Print (7117) (Daily Email)
  - Alpha Roster
  - Closed Jobs No MDC by Base
  - Closed Jobs No MDC Excel File
  - Closed Jobs No MDC by Shop
- Due Home
- Subscription Reports – Monthly Email
  - Closed Discrepancy Summary (Previous Month)
  - Closed Jobs No MDC by Base
  - Closed Jobs No MDC Excel File
  - Closed Jobs No MDC by Shop
  - Previous Month Cann Report

**On-Demand Reports (HTML)**
- Alpha Roster
- Closed Jobs No MDC by Assigned Base
- Closed Jobs No MDC by Closing Base
- Hangar Queen
- M67173 Closed Discrepancy Summary
- Overseas History Report
- Possession Purpose Codes
- WUC/REFDES System Reference
- 9141 Deployed Analysis

**Training These will change**
- Certification/Inspection Status Report
- Course Status Report
- Detail Status Report
- Master Course Code Report
MRE Dashboards

• Dover
  • Dover All Users
  • Dover G081 Admin
• Charleston
  • Charleston All Users
  • Charleston G081 Admin
• HQ AMC
  • HQ AMC All Users
  • HQ AMC G081 Admin
• InfoASSIST
  • LOGIN to Access InfoASSIST
• Student Training
  • Student All Users
  • Student G081 Admin
CHAPTER 3

General Reports
Description: The Commander's Fleet Dashboard provides Aircraft Availability (AA), Mission Capable (MC) Rate, Total Not Mission Capable Maintenance (TNMCM) Rate, and Total Not Mission Capable Supply (TNMCS) Rate, Departure Reliability, Depot Status, and WRE. It also provides monthly rates for NMCM, NMCS and Departure for OSA/SAM aircraft.

Source: G081

Frequency: Aircraft metrics every 15 minutes

Notes: Click stoplight to display past 12 month's rates. Sheryl says they'll change (not changed as of 31 Mar, nor as of 12 Apr or 21 Apr. Click arrow to display 3 year trend chart. Mouse-over stoplight for UCL/LCL and current rate.
Aircraft Availability Report for C005 Aircraft

as of: 2011/03/16 12:46:00

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Aircraft Availability Report for C005 Aircraft

AMC C005 Acft Availability History

AMC C005 Acft Availability History
**18 AF Health of the Fleet**

**Description:** The 18AF Health of the Fleet report displays MC, TNMCS and TNMCM Rates and Hourly Use & Availability Rates for C-5, C-17, C-130, KC-10, and KC-135 aircraft.

**Source:** G081

**Frequency:** Updated on the 6th calendar day of each month.

- To maximize a particular chart, there are two options. Click the maximize icon or double click the gray title bar.
- Mouse over a trend line to view the rate for a particular month for AMC or a specific base.
- To rearrange the charts, click and drag the gray title bar of the chart to the desired position.
C-5 TNMCM Rates
C-5 TNMCM Rates and Hourly Use & Availability Rates
C-5 TNMCS and TNMCM Rates and Hourly Use & Availability Rates
Description: The A4 Dashboard provides a stoplight type view that displays the current status of the aircraft metric.

For airlift and tanker aircraft: aircraft availability, 12 hour Fix Rate, Break Rate, Delayed Discrepancies-AWM Rate, Delayed Discrepancies-AWP Rate, Delayed Discrepancy Rate, TNMCM Rate, TNMCS Rate, WW Log Departure Reliability, TNMCM Top Drivers, TNMCS Top Drivers, and NMC Off-Station reports are retrievable. If you mouse over a specific metric, the current month to date Rate, the Upper Control Limit (UCL), and Lower Control Limit (LCL) Rate are displayed.

For OSA/SAM aircraft: Aircraft Availability, NMCM, and NMCMS Rates are available.

Source: G081 for aircraft metrics. AMC Functional Managers for Other Logistics Metrics

Frequency: Aircraft Rates and NMC metrics are updated in near real time. Top Drivers and departures are updated daily. Other Logistics Metrics are as determined by AMC Functional Managers. See Aircraft Availability page for specific update frequencies.
The All NMC Aircraft Off-Station provides the Status Indicator (SI), MDS, Serial Number, Configuration, Flares/Chaff (F/C), Armor, Parking Spot, Status, Tow-Taxi Code (TTC), Remarks, EDIC/ETIC, Mission Number, AMC Mission Category Code (Cat), Takeoff, Time on Ground (TOG), Fuel on Board (FOB) \( \times 1000 \), and Due Home Date. All data is updated in near real time and is sorted by EDIC/ETIC.

The report provides all off station/deployed MAF aircraft that are not mission capable and their current location. If you drill down on the serial number the detailed maintenance data is provided.

The SI, Status, TTC, and Cat are hyperlinks. Select each for a definition.
Other Logistics Metrics displays the following power point or PDF outputs: 18th Air Force-Health of the Fleet, Engines-Propulsion Overview, LRS Metrics, Pallet Metrics-Pallet Trends, Loader status, Transportation Metrics-Standard Enterprise, Deployed Aircraft Stats, Manning Slides-Manning Health of the Force (HOF) Introduction, AMXS Manning Slides, MXS Manning Slides, MOS-MXG Manning Slides, LRS Manning Slides, APS Manning Slides, En route Manning Slides, and All Manning Slides.

- The Propulsion Overview provides on-hand engines by type, WRE (Lower and Upper), and remarks.
- The LRS Metrics provides Standardized Enterprise LRS Metrics for our 12 AMC bases. The Supply Chain metrics are Redistribution Order (RDO)/Referral Processing Time, Delinquent Shipment Suspense Details, Repair Cycle Time – Repair, Repair Cycle Time – Not Repaired This Station (NRTS), and the Inventory Accuracy Rate. The Fuels metric is the Hydrant Utilization Rate. Vehicle metrics encompass Overall Status, A/C Service, 463L, Fire Truck, and Refueling Vehicles MC Rates (VIC), NMCM Rates (VDM) and NMCS Rates (VDP).
- Pallet Metrics: Pallet Trends show available, in use, uninspected, unserviceable and the number of pallets authorized.
- Loader Status reflects the MC, NMCM, and NMCS status for both AF and AMC Aircraft Loaders.
- Transportation Metrics: Cargo Tons; Originating, Terminating, and Re-handled, Passengers Handled: Outbound (Duty/Space A), Inbound (Duty/Space A), Through and Rehandled, Aircraft: Handled, Fleeted/Serviced
- Deployed Aircraft Metrics: MC, TNMCM, and TNMCS Rates for deployed KC-135, KC-10, C-130, and C-17
- Manning Slides: 10 manning and 14 workload metrics by AFSC at squadron level for 26 CONUS and En Route Locations.

Files are updated as requested by the Points of Contacts.
You may further drill down by selecting any category by MAJCOM or Mobility Air Forces (MAF) aircraft. The following example portrays Assigned AMC aircraft. Included also are examples of reports for Flight Restricted Aircraft, Monthly Flying Hours by Aircraft and by Base, Aircraft Delivery Dates, and Aircraft Series.
Monthly Flying Hours by Aircraft

Select a base to view a list of aircraft by serial number.

Monthly Flying Hours by Base
## Aircraft Delivery Dates

**Report**

For MD - CO17

As of: 2009/11/23 14:45:26

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<td>01st Inf. AFB</td>
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This table provides a list of serial numbers associated with different bases and delivery dates. Each entry indicates the serial number, assigned base, possessed base, and the delivery date.
## Aircraft Series

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**For:

CS17**

As of: **2009/11/23 15:00:32**

Status:
- PMCM: Preserved Material Code Meaning
- PMCH: Preserved Material Code Harmonized
- PMCHU: Preserved Material Code Harmonized Under
- PMCM: Preserved Material Code Meaning
- PMCM: Preserved Material Code Meaning
Description: The Aircraft Availability Report displays the base, aircraft, number of aircraft assigned, loaned out, loaned in, depot, aircraft possessed, off station, transient, aircraft on ramp, aircraft not available, mission capable aircraft, 6, 12, 24, and greater than 24 hour ETIC, directed missions, spares, Alert, Local Mission aircraft, and Static Display/Ground Trainers. It also displays Depot aircraft and their location. This report is available in a full or abbreviated version. The abbreviated version shows all categories through the Not Available column. This report reflects the aircraft available on the ramp for tasking. It shows the aircraft that are not available and the reason. It also shows the number of aircraft scheduled to be available within 6, 12, 24, and greater than 24 hours.

Source: G081

Frequency: Updated in near real time.
Dyess C130 Aircraft Availability (Full version)

| BASE                  | MDS | ACTT ASGN | LOADED OUT | LOADED IN | DEPOT | ACTT POS+ | OFF STN- | ON RAMP+ | NOT AVAIL | DHCP | ETTC | ETTIC | 131H TC | 217H TC | 217H TC | 217H TC | 217H TC | SUP SR | ALT | LC | LST | STAT | SGCF |
|-----------------------|-----|-----------|------------|-----------|-------|-----------|----------|----------|-----------|------|------|-------|--------|--------|--------|--------|--------|-------|-----|----|----|-----|-------|------|
| Dyess AFB  (FWAC)    | 17  | 12        | 13         | 11        | 2     | 1         |          | 2        | 1         | 1    | 1    | 1     |        |        |        |        |        |      |     |    |     |       |      |
| Subtotal              |     |           | 33         |           |       | 18        | 22       | 12       | 11        | 7    | 1    | 3     | 1      | 1      | 1      | 1      | 1      | 3    |     |    |     |       |      |

| BASE                  | MDS | ACTT ASGN | LOADED OUT | LOADED IN | DEPOT | ACTT POS+ | OFF STN- | ON RAMP+ | NOT AVAIL | DHCP | ETTC | ETTIC | 131H TC | 217H TC | 217H TC | 217H TC | 217H TC | SUP SR | ALT | LC | LST | STAT | SGCF |
|-----------------------|-----|-----------|------------|-----------|-------|-----------|----------|----------|-----------|------|------|-------|--------|--------|--------|--------|--------|-------|-----|----|----|-----|-------|------|
| All Depot Aircraft    |     |           | 33         |           |       | 18        | 22       | 12       | 11        | 7    | 1    | 3     | 1      | 1      | 1      | 1      | 1      | 3    |     |    |     |       |      |

Click on the blue hyperlinks to display the data by serial number

Dyess C130 Aircraft Availability (Abbreviated version)
Description: The Aircraft Capability Report depicts communications and navigation and other subsystem capabilities by MDS.

<table>
<thead>
<tr>
<th>Avionics Modernization Program (AMP)</th>
<th>Global Positioning System (GPS)</th>
<th>Large Aircraft Infrared Counter Measures (LAIRCM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced Vertical Separation Minimum (RVSM)</td>
<td>Aircraft Defensive Systems (ADS)</td>
<td>Station Keeping Equipment (SKE)</td>
</tr>
<tr>
<td>Special Operations Low Level (SOLL)</td>
<td>Missile Carrying (ICBM)</td>
<td>Joint Airborne Command and Control (JACC)</td>
</tr>
<tr>
<td>Traffic Collision Avoidance System (TCAS)</td>
<td>FM Immunity (FMI)</td>
<td>Flight Restriction</td>
</tr>
<tr>
<td>Extended Range Tanks</td>
<td>Flares and Armor</td>
<td>Silver Bullet</td>
</tr>
<tr>
<td>HF/VHF</td>
<td>Block Number</td>
<td>Selective Calling System (SELCAL)</td>
</tr>
<tr>
<td>Automatic Link Establishment (ALE)</td>
<td>Air Communication Address Reporting System (ACARS)</td>
<td>ACARS Address</td>
</tr>
</tbody>
</table>

Source: G081 Program 9076

Frequency: Updated in near real time and daily (see below).
Elmendorf C-17 Capabilities Report

Dover C5 Capabilities Report

Updated daily

If red, select to view the subsystem discrepancy.
Description: The Deployed Aircraft Report displays Mobility Air Forces aircraft deployed to a forward operating location as entered in G081 Program 9141. It is broken down into two reports: Deployed Aircraft on the Ground and Deployed Aircraft in the Air.

Source: G081 Program 9141

Frequency: Updated in near real time.
You can mouse over the Status Indicator (SI) and Tow Taxi Code (TTC) hyperlinks to display the definitions.

<table>
<thead>
<tr>
<th>STATUS INDICATOR</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREEN</td>
<td>Aircraft is Fully Mission Capable (FMC) and is functioning as required in Technical Order specifications and is capable of supporting its mission requirements.</td>
</tr>
<tr>
<td>RED</td>
<td>Aircraft is Not Mission Capable (NMC) and doesn’t meet the Technical Order specifications; therefore, is unable to perform any of its assigned missions except as noted by the Amber/Yellow designation.</td>
</tr>
<tr>
<td>YELLOW</td>
<td>Aircraft is Partially Mission Capable (PMC) and is functioning in such a way that it can perform at least one, but not all of its missions. For AMC aircraft the Amber/Yellow color also includes those aircraft whose status is NMCSI, NMCIUA, NMCSIA, NMCMUA or NMCSA can support selected flying missions.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOW/TAXI CODES</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Can tow or taxi aircraft (home station only)</td>
</tr>
<tr>
<td>B</td>
<td>Can tow aircraft only (home station only)</td>
</tr>
<tr>
<td>C</td>
<td>Can not tow or taxi aircraft only</td>
</tr>
<tr>
<td>D</td>
<td>Depot assigned aircraft (at home or depot)</td>
</tr>
<tr>
<td>I</td>
<td>Inbound</td>
</tr>
<tr>
<td>L</td>
<td>Local - training (home station only)</td>
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<tr>
<td>M</td>
<td>Mission</td>
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<tr>
<td>Q</td>
<td>Alert/sealed aircraft (home station only)</td>
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<tr>
<td>R</td>
<td>Retirement/Storage</td>
</tr>
<tr>
<td>T</td>
<td>Transient aircraft</td>
</tr>
</tbody>
</table>

Deployed Aircraft Report for Aircraft Assigned to McGuire AFB
Description: The Aircraft Document Review Report is used to accomplish document reviews. Aircraft Document Reviews are required every 60 days per AFI 21-101. This report is a 6 part report. The default selections are Parts 2-5. To prevent a session timeout, run Part 6 separately.

Part 1 - Scheduled Maintenance Summary (data updated in near real time)
Part 1a - Engine Data (data updated daily at 0915Z and 2115Z)
Part 2 - Inspection Requirements (updated every 6 hours)
Part 3 - Time Change Requirements (updated every 6 hours)
Part 4 - TCTO Status Listing (updated daily at 0015Z, 0615Z, 1215Z and 1815Z)
Part 5 - Documented Discrepancies (Discrepancies updated in near real time, supply every 6 hours)
Part 6 - Aircraft Configuration (Data updated daily at 0915Z and 2115Z)

Source: G081
Part 1 - Scheduled Maintenance Summary and Part 1a - Engine Data

Part 1 includes basic aircraft and engine data.

Part 2 - Inspection Requirements

Part 2 lists inspection requirements in due date order. If an inspection is overdue, it will display in red. When an inspection is scheduled, the JCN is included in the report.
Part 3 - Time Change Requirements

Part 3 displays time change requirements in due date order. If a time change is past due, it displays in red.

Part 4 - TCTO Status Listing

Part 4 displays Open TCTO’s as the default. All TCTO’s are displayed if selected.
Part 5 - Documented Discrepancies

Part 5 displays all documented discrepancies.

Part 6 – Aircraft Configuration

Part 6 lists all installed serially controlled parts from highest assembly to lowest.
Description: The Generation Report provides a snapshot of aircraft/mission of assigned, possessed, current base, deployed and status by Theater/MAJCOM, Base, MDS and/or Serial Number. If Air National Guard is selected, a State Selector is displayed.

Source: G081 Program 9018

Frequency: Data updated in near real time. Set Refresh Interval 3, 5, or 15 minutes to refresh screen.
Select one of the following conditions:

- **Assigned** - The basic command and/or unit to which the aircraft belongs (authorized). The report depicts the status and location of all aircraft by assigned base to include aircraft possessed by another MAJCOM/Unit and those aircraft in transient status at other locations or in the air on a mission or inbound to a base.
- **Possessed** - Report depicts the status of all aircraft possessed (owned) by a Home Station to include those aircraft that are on the ground at a transient location, at the possessed location, inbound to the possessed base, or in the air on a mission.
- **Current Base** - Depicts the status of all scheduled mission, alert, spare, and trainer aircraft on the ground, flying local and/or inbound to the selected base. Only aircraft on the ground appear on this report.
- **Deployed Base** - Depicts the status of all aircraft deployed to a base as annotated in G081 Program 9141. The report contains the status of all aircraft on the ground at the deployed location, transient location, inbound to the deployed base, or in the air on a mission to and from the deployed base selected.

Click to include or exclude other than AMC military and commercial transient aircraft. If you desire a report by Weapon System Controller or Call Sign select the following to view the dropdowns. You may also select an abbreviated report version.

- For units that display the report continuously on screen, the Report Refresh Interval Capability is available to refresh the data every 3 - 15 minutes.
- The output report may be displayed in either Zulu or local time.
- Report output type of HTML, Excel or PDF Version is available from the selector page.
- This data is updated through G081 Program 9018. Arrival, departure, and mission scheduling data is from GDSS and fed through a broker to G081.
Assigned Base Report for All Aircraft at MacDill

Select on a Serial # to view the Aircraft Discrepancy Report.

Mouse over the Status Indicator (SI), Status, and Tow Taxi Code (TTC) hyperlinks to display the definitions.

Overdues display in red

Aircraft Discrepancy Report for Aircraft 64014830

Select a JCN with a blue highlight to view the supply data for the discrepancy.
Supply Data for JCN 3138027

Current Base Report for All C-130 Aircraft at Ramstein
Description: The Aircraft MICAP Reports display MICAP status for aircraft and supply status of all open aircraft requisitions.

Source: G081 M359S17 and M391SR Database Tables

Frequency: Updated every 4 hours.
The MICAP Query Builder provides the user the capability to create semi-custom reports.
### MICAP Query Builder for Dyess All C130Hs

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<th>MDS</th>
<th>SERIAL</th>
<th>XCN</th>
<th>DOCUMENT</th>
<th>QTY</th>
<th>UQC</th>
<th>EDD</th>
<th>STA</th>
<th>SOS</th>
<th>REQUESTION</th>
<th>NOMENCLATURE</th>
<th>NSN</th>
<th>HDR</th>
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</table>

Questions or comments should be directed to: G081 Program Office, DSN: 779-3168, COM (618) 229-3168.

For problems with the content of this page, contact the POCs listed above. For help if no POC is indicated, or for technical problems with this web site contact:

**G081 Functional Assistance Office**
(312) 935-1742 or DSN 384-2545
Email: MICAP-130H@pa.army.mil

**HQ RMC/AF**
(918) 238-3601 or DSN 775-3558
Email: rmc@mcc airborne.army.mil

This site maintained by HQ DISA GS4253.

### MICAP Single Hits Report

This report displays NMC aircraft with one grounding MICAP NSN.
Global Reach MICAP Multiple Hits Report

NOTE: This form gets it's list of stock numbers from the MICAP data. If you have had this open on your browser for more than a few minutes you need to update the lists by clicking HERE to refresh the data.

Select National Stock Number: ALL MULTI-HIT NSNs

THEN

Submit

Questions or comments should be directed to 0081 Program Office, DSN: 770-3168, OCM: (618) 220-3168.

For problems with the content of this page, contact the POCs listed above. For help if no POC is indicated, or for technical problems with this web site contact:

0081 Functional Assistance Office
(405) 734-0515 or DSN 744-0515
E-mail: 0081fao@fas.mil

HQ AMC/LPI
(615) 799-2818 or DSN 770-2818
E-mail: 0081lpi@fas.mil

This site maintained by HQ DISA G4253

MICAP Multiple Hits Report
This report displays MICAP parts with multiple orders against an NSN.

<table>
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<th>PNOS</th>
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<th>DOCUMENT</th>
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<td>010011402013</td>
<td>ACS</td>
</tr>
</tbody>
</table>

MICAP Multi-hit Report for National Stock Number 6110014626013
Global Reach New MICAP Report

NOTE: This form gets its list of bases and MDSs from the MICAP data. If you have had this open on your browser for more than a few minutes you need to update the lists by clicking HERE to refresh the data.

<table>
<thead>
<tr>
<th>Base Name:</th>
<th>ALL BASES W/MICAP</th>
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</thead>
<tbody>
<tr>
<td>MDS/Aircraft Type:</td>
<td>ALL MDS W/MICAP</td>
</tr>
<tr>
<td>UJC:</td>
<td>ALL MICAP (1A &amp; JA)</td>
</tr>
<tr>
<td>National Stock Number (NSN):</td>
<td>(up to 15 digits long)</td>
</tr>
</tbody>
</table>

Submit

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(618) 734-9348 or DSN 914-9348
E-mail: GO5FAC@mil.mil

HQ AMCB/AF
(618) 228-2938 or DSN 770-2938
E-mail: pmcb@mil.mil

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New MICAP Report
This report displays new MICAPs.

New MICAPs for MacDill

Acft MICAP Status Summary – All Bases
Acft MICAP Status Summary – One Base

MICAP Mismatch Report
This report shows aircraft indicating FMC status with MICAP parts on order.
Parking Location Report

Description: The Aircraft Parking Location Report graphically depicts the aircraft parking location for each MAF base and the current status of each aircraft at that location.

Source: G081, updated via message from GDSS.

Frequency: Updated in near real time.
• This parking plan shows main, auxiliary (hangars and other parking), and contingency (based on C2 system) parking spots. You may also include/exclude Off Station aircraft by choosing the Include/Exclude option on the selection page.
• Green/Red/Yellow Colors represent aircraft maintenance status: MC – Green, NMC Airworthy or PMC – Yellow, NMC – Red.
• Solid colored aircraft represent unit possessed aircraft.
• Outlined aircraft represent transient aircraft on the base.
• Aircraft Pointed to the right do not currently have a mission assigned.
• Aircraft pointed up are aircraft assigned to missions (M), Alert (A), Ground trainer (G), Spare (S).
• Aircraft pointed up with a "D" are depot aircraft.
• Aircraft pointed down are Inbound.
• Clicking the aircraft serial number links to the Generation Report for that aircraft.
• Clicking the (aircraft) icon will open a menu that will link to more information.

• A blinking aircraft indicates a scheduled mission takeoff time within 4 hours or less.
• A black C130 at Little Rock indicates that the aircraft is not possessed by the command chosen from the base code dropdown.
• The orange placard ❤ indicates the aircraft has flares installed.
• The icon indicates a functional fuel pit on that location.
• The icon indicates a non-functional fuel pit on that location.
• To update the fuel pit information, click on the "Fuel Pit" button at the top of the page. You will be prompted for your G081 user ID and password. If you are in the G081 MOC for the base you are trying to update you will be able to update the information. See your G081 manager for questions.
• Solid colored aircraft represent unit possessed aircraft.
Description: The Aircraft Status Sheet is a reporting application designed to report on aircraft status and discrepancies. The report is formatted for use by flight line personnel and managers. The report can be displayed electronically as a web product and be printed via Portable Document Format (PDF). Generating the report as a PDF ensures the report will format properly across multiple pages.

Source: G081

Frequency: Updated in near real time. Report refresh is available for 3, 5, or 15 minutes.
You can set interval for none, 3, 5, or 15 minutes.

**General and Location**

**Aircraft**
Discrepancies

Sort Order
You can view the parameters by clicking on View Parameters in the upper right corner. The parameters will display as shown. If you wish to change the parameters click on the Change Parameters and you will be returned to the Aircraft Status Sheet first page.
Alpha Roster

Description: The Alpha Roster provides a report by Work center and Name by base.

Source: G081 Personnel Records

Frequency: Updated in near real time.
C5M Minimum Essential Subsystem List (MESL)

Description: The C5M MESL lists the minimum essential systems and subsystems that must work on an aircraft for it to perform specifically assigned unit wartime, training, test, or other missions.

Source: AMC Command Weapon System Managers

Frequency: Updated as changes occur.
Description: The Commander’s Aircraft Summary Report shows the number of airlift and tanker aircraft broken out by AMC and Other in the following categories: Assigned (TAI), Loaners Out and In, Depot Count, Depot Level Maintenance, Contract Work, Depot RAM/Field Teams, Depot MDS Change, Depot Work, Post Depot/Contract Maintenance and Possessed, Pre/Post Depot Prep, Test (PPC E*), Off-Station, Excess/Storage (PPC X*), and Available Possessed.

Source: G081

Frequency: Updated in near real time.

Select a number in any category to view detailed status reports. The following is the Depot Count Detail Report for AMC C5 aircraft.
C5 Assigned Aircraft in Depot Maintenance

Aircraft AGE Report

The Aircraft AGE Report lists aircraft age by role, airlift and tanker intra- and inter-theater, and other, type MDS, quantity, and average age. You can further drill down by selecting a specific type aircraft to view all serial numbers, their age, MAJCOM, and assigned base.
### Aircraft Age Report for C-130E Aircraft as of November 10, 2009

<table>
<thead>
<tr>
<th>MDS</th>
<th>Serial Number</th>
<th>Aircraft Age</th>
<th>MAJCOM</th>
<th>Assigned Base</th>
</tr>
</thead>
<tbody>
<tr>
<td>C130E</td>
<td>61002368</td>
<td>48</td>
<td>AETC</td>
<td>Little Rock AFB AETC</td>
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<tr>
<td>C130E</td>
<td>61002370</td>
<td>48</td>
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<td>Little Rock AFB AETC</td>
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<td>Little Rock AFB AETC</td>
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<tr>
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<td>62001784</td>
<td>47</td>
<td>ANG</td>
<td>Little Rock AFB</td>
</tr>
<tr>
<td>C130E</td>
<td>62001787</td>
<td>47</td>
<td>ANG</td>
<td>Little Rock AFB</td>
</tr>
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<td>C130E</td>
<td>62001788</td>
<td>47</td>
<td>ANG</td>
<td>Little Rock AFB</td>
</tr>
<tr>
<td>C130E</td>
<td>62001792</td>
<td>47</td>
<td>AMC</td>
<td>Little Rock AFB AMC</td>
</tr>
<tr>
<td>C130E</td>
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<td>47</td>
<td>AMC</td>
<td>Little Rock AFB AMC</td>
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<tr>
<td>C130E</td>
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<td>AMC</td>
<td>Little Rock AFB AMC</td>
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<tr>
<td>C130E</td>
<td>62001801</td>
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<td>Little Rock AFB AETC</td>
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<td>C130E</td>
<td>62001806</td>
<td>47</td>
<td>AMC</td>
<td>Little Rock AFB AMC</td>
</tr>
</tbody>
</table>
The AMC/MAF Inventory Report show airlift and tanker aircraft totals by MAJCOM with an overall MAF total.

Aircraft Inventory Detail Report for AMC KC-10 Aircraft
Select a number for a specific MDS to view a Detailed Inventory Report with serial number, MAJCOM, and assigned base.
Critical Support Equipment Report

Description: The Critical Support Equipment Report reflects the status and availability of selected support equipment essential to AMC’s Global Mobility mission. It provides a Description, Total Authorized and Assigned, Minimum Quantity In Commission, Total Mission Capable and Not Mission Capable, Total TDY, and Total WRM and Below Minimum Essential Levels.

Source: G081

Frequency: Updated every 6 hours.
## Ground Support Equipment Status at Sigonella

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<thead>
<tr>
<th>Description</th>
<th>Total Authorized</th>
<th>Total Assigned</th>
<th>Minimum QIC</th>
<th>Total MC</th>
<th>Total NMC</th>
<th>Total TDY</th>
<th>Total YIRM</th>
<th>Below DFL</th>
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<tr>
<td>Air Carts</td>
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<td>AM 32A-6S LAD 80</td>
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<tr>
<td>Air Compressors</td>
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<tr>
<td>WC-2A, Ell Staff</td>
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<td>N</td>
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</tbody>
</table>
Description: The Dash 6 Report provides a spreadsheet of inspections and time change items by aircraft serial number sorted by due date. This report can be saved as an Excel worksheet for processing.

Source: G081

Frequency: Updated four times daily at 0200, 0800, 1400, and 2000 hours Central Standard Time.
Example of a Dash 6 Report for Aircraft 74002134
Dash 6 Report - Continued from Previous Page

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<th>INCREMENT</th>
<th>LOGIC</th>
<th>SECOND</th>
<th>DUE</th>
<th>DATE</th>
<th>LAST INSPECT</th>
<th>WHEN</th>
<th>DUE</th>
<th>JCN</th>
<th>PART</th>
<th>NUMBER</th>
<th>PACING</th>
<th>PACING</th>
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<th>COMPONENT</th>
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<td>DV</td>
<td>R0000</td>
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<td>30 JUL 2009</td>
<td>03 AUG 2009</td>
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<td>DV</td>
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<td>13 OCT 2009</td>
<td>12DEC2009</td>
<td>H002</td>
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<td>00000</td>
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</tr>
</tbody>
</table>

As of 28 OCT 2009 13:12
(Updated every 12 hours)
**Due Home Report**

**Description:** This report displays off station aircraft with expired or soon to expire due home dates, the reason due home and the current location. This report is also available under the Subscription Reports menu as a daily email.

**Source:** G081

**Frequency:** Updated near real time.
Due Home Report – All Bases
Description: The Engine MICAP Report displays the MICAP status for engines and supply status of all open engine requisitions.

Source: G081 Supply Records

Frequency: Updated every 12 hours.
Engine MICAP Query

To create a query, click on the arrows to select from the drop down lists.
Engine MICAP Report for Dover

The Engine MICAP Report displays the engine type, serial number, quantity, and details of the MICAP parts.
Global Reach MICAP Multiple Hits Report

NOTE: This form gets its list of stock numbers and classes from the E-MICAP data. If you have had this open on your browser for a while you may need to update the lists by clicking HERE to refresh the data.

SELECT

Select National Stock Number: ALL MULTI-HIT NSNs

OR

Select National Stock Class: SELECT STOCK CLASS

THEN

CLICK HERE FOR QUERY RESULTS

Questions or comments should be directed to GDB1 Program Office, DSN: 770-3168, COMM: (618) 226-3168.

For problems with the content of this page, contact the POEs listed above. For help if no POE is indicated, or for technical problems with this web site contact:

GDB1 Functional Assistance Office
(618) 734-8545 or DSN 884-8545
Email: GDB1FAO@dmil.mil

HQ AMC/LASI
(618) 226-2438 or DSN 770-2438
Email: amc_lasi.mil@mil.mil

This site maintained by HQ DBA GS4253.
Multiple Hit Engine MICAPs for All NSN’s
Health of the Force

Description: The Health of the Force provides leadership the capability to view manning metrics.

Source: MILPDS
- Authorized Vs Assigned
- Available Personnel
- Training Status for Assigned Personnel
- Authorized by Skill Level

Web Form Updated at Base Level
- Work Week
- Work Schedule
- Augmented Man Days
- Civilian Overtime
- Other Personnel

Spreadsheet for ground safety mishaps

Frequency: Updated automatically by the 15th of each month.
Sample Values of Filters

Defaults are current quarter, CONUS, MXS, 2A AGE, Tactical (C-130) (if AMXS is selected) and Authorized vs. Assigned.

Changes may reset the previous selection. The Refresh Data button flashes red when a Refresh is required.
Red Dot Indicator and Business Rules

Defines Red Dot Business Rule

Red Dots' highlight bases below established standard. Metric Specific

Click any bar to display 12 months data for that base.

All CONUS Bases – Data for One Quarter
12 Months Data – One Base
In Flight Aircraft Report

Description: This report provides a list by base of aircraft that are currently airborne.

Source: GDSS/G081

Frequency: Updated near real time.
Report for In Flight Aircraft at Dover AFB (GEOLOC: FJXT)
as of: October 20, 2009 14:00Z (09203 Julian)
(updated every 15 minutes)

For help with Status Indicator (SI), Configuration (Config), (Status), Ton Tail Codes (TTC), and (CAT) click the underlined headings below:

<table>
<thead>
<tr>
<th>Base</th>
<th>MDL</th>
<th>Serial #</th>
<th>Magnus</th>
<th>Status</th>
<th>SI</th>
<th>Config</th>
<th>Notes</th>
<th>EIA</th>
<th>MI</th>
<th>LIT</th>
<th>TOD</th>
<th>LOO</th>
<th>DND</th>
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</thead>
<tbody>
<tr>
<td>Dover AFB</td>
<td>0000B</td>
<td>070200004</td>
<td>CP1</td>
<td>TROOP LADDER PRESS LINE</td>
<td>20 OCT 09 1600</td>
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</table>

Report for In Flight Aircraft at Dover AFB
**Description:** This report provides a summary of aircraft landing with Landing Status Code 3 for the last 12 months.

**Source:** G081

**Frequency:** Updated once daily.
Repair Hours Detail

This report specifies the duration, work unit code, and JCN of the discrepancy for aircraft that landed with a Landing Status of Code 3.
Looking Glass Report

Description: The Looking Glass Report presents a composite picture of the seven day mission schedule and anticipated aircraft status for possessed mobility bases. It also depicts the thirty day mission capable, assigned personnel, MICAPS, and current 24 hour forecast rate for possessed aircraft.

Source: G081 Historical Aircraft, Personnel, and Supply Records

Frequency: Updates vary by report. See specifics for each report.
The Looking Glass Report combines six sub-reports on a single page. Additionally, if you have the proper authorization, you can log in using your G081 User-ID and password and input data into G081 directly from the page. See the Help screen for more information on which fields can be updated.

The 7 Day Aircraft Availability Report contains aircraft status information for the current day and projected data for the following six days.

The Mission Capable Rate report contains historical aircraft status information for the current month. FMC and PMC rates which include both On Station and Off Station aircraft rates are shown. These rates are calculated by dividing the total number of minutes in FMC or PMC status by the total number of possessed minutes beginning at 0000Z of the current month. Not Mission Capable rates are calculated in a similar manner. Historical status information is updated daily at 0930Z.

The Current MICAPs report shows a count of current supply documents for the selected base and MDS that have a UJC code of 1A (aircraft is in NMCS or NMCB status) or JA (aircraft is in PMCS or PMCB status). If you click on one of the cells, a sub-report containing a list of the supply documents that make up the cell count is displayed. Supply records are updated daily at 0002Z, 0402Z, 0802Z, 1202Z, 1602Z, and 2002Z.

The Current Personnel report shows the number of assigned personnel in three categories: Military and Civilian, Reserves, and ART/Technicians. This report uses the labor codes assigned to employees in the G081 database to determine the category.
that applies to each worker. Active duty military and civilians are those whose labor code is 100, 300, or 310. Reserves belong to labor codes 101, 301, or 311. ART/Technicians are identified by labor code 102, 302, or 312. Employees with labor category code = 120 are counted as TDY, while those with code 129 are counted as inbound to the base. The personnel counts apply to all MDS’s at the selected base, not to a single MDS. Customer records are updated once daily at 0200Z.

The Current Mission Capable Forecast report shows the number of home station aircraft that are currently mission capable and, for those aircraft that are not currently mission capable, the number of aircraft that are expected to return to MC status within 6, 12, 24, and more than 24 hours based on the current ETIC. Clicking on the number contained in each cell will display a report listing each tail number that is in the selected status. Mission Capable Forecast information is updated every 15 minutes.

The Aircraft Status report shows the number of on station and off station aircraft that are currently in FMC, PMC, and NMC status at the time shown in the Looking Glass title. Clicking on the number contained in each cell will display a report listing each tail number that is in the selected status. Aircraft status information is updated every 15 minutes.

A brief description of the data displayed in each row can be seen by pausing the mouse over the row title. You can click the "Refresh" button on your browser at any time to update the report. Drill down into the report to see additional information about the number contained in a particular cell by simply clicking on the cell. Following is the Assigned Aircraft details.
Current 1A MICAPs

Current Mission Capable Forecast – Mission Capable Now

Aircraft Status – PMC Total
Minimum Essential Subsystem Listing (MESL)

Description: The MESL by MDS lists the minimum essential systems and subsystems that must work on an aircraft for it to perform specifically assigned unit wartime, training, test or other missions.

Source: Command Weapon System Managers

Frequency: Updated as changes occur.
### MESL for MDS C017

**As of October 22, 2007**

**MESL Mission Types**

- A: Home Station Mission
- B: Airlift, Airdrop
- C: Airdrop, Cargo and or Personnel
- D: Air Medical Evacuation

#### Item/System

<table>
<thead>
<tr>
<th>WUC</th>
<th>Item/System</th>
<th>Remarks/Limitations/Exceptions</th>
<th>FSL</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>2100</td>
<td>Avionics Cooling</td>
<td>2. Two of three avionics cooling fans (C123FB001-002), positive pressure relief valves (C123FV001-002), and negative pressure relief valves (C123FV002-006) must be operational for flight. One of two avionics cooling differential pressure sensors may be inoperative for flight.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>52</td>
<td>52</td>
</tr>
<tr>
<td>2122BB001</td>
<td>CARGO COMPARTMENT RECYCLATION FAN</td>
<td>1. Must be operational if one A/C pack is inoperative. See note 6.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>51</td>
<td>51</td>
</tr>
<tr>
<td>2122CT001</td>
<td>ENVIRONMENTAL SYSTEM CONTROL PANEL</td>
<td>3. Operable L/R Pack DISAG Switch switch must correspond to operational pack.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>53</td>
<td>53</td>
</tr>
<tr>
<td>2130</td>
<td>CABIN PRESSURIZATION</td>
<td>4. One of two complete pressurization systems must be operational for flight.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>54</td>
<td>54</td>
</tr>
<tr>
<td>2130</td>
<td>CABIN PRESSURE</td>
<td>Cockpit cabin altitude and differential pressure indicators must be operational.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>54</td>
<td>54</td>
</tr>
</tbody>
</table>

### C-17 MESL

#### AIR CONDITIONING / PRESSURIZATION

<table>
<thead>
<tr>
<th>WUC</th>
<th>Item/System</th>
<th>Remarks/Limitations/Exceptions</th>
<th>FSL</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>2100</td>
<td>Avionics Cooling</td>
<td>2. Two of three avionics cooling fans (C123FB001-002), positive pressure relief valves (C123FV001-002), and negative pressure relief valves (C123FV002-006) must be operational for flight. One of two avionics cooling differential pressure sensors may be inoperative for flight.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>2122BB001</td>
<td>CARGO COMPARTMENT RECYCLATION FAN</td>
<td>1. Must be operational if one A/C pack is inoperative. See note 6.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2122CT001</td>
<td>ENVIRONMENTAL SYSTEM CONTROL PANEL</td>
<td>3. Operable L/R Pack DISAG Switch switch must correspond to operational pack.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>2130</td>
<td>CABIN PRESSURE INDICATION</td>
<td>Cockpit cabin altitude and differential pressure indicators must be operational.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>2130</td>
<td>CABIN PRESSURIZATION</td>
<td>4. One of two complete pressurization systems must be operational for flight.</td>
<td></td>
<td>X</td>
<td>X</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>2143HR</td>
<td>RAMP FLOOR HEATER/FAN/LIGHTS</td>
<td>5. One of two required</td>
<td></td>
<td>X</td>
<td>X</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>
Description: Provides a list of Mission Symbols and their description, along with Commands and MDS’s which use the mission symbol.

Source: AFI 11-401, AMC Mission Symbol Master List

Frequency: Updated once daily.
Not Mission Capable (NMC) MAF Aircraft

**Description:** The Not Mission Capable (NMC) Aircraft Report depicts the detailed status of all non-mission capable MAF aircraft.

**Source:** G081

**Frequency:** Updated in near real time.
NMC MAF Home Station Report for all Aircraft Types at Dover AFB

### NMC MAF Home Station Report

**as of:** November 3, 2009 14:45Z (09307 Julian)

(updated every 15 minutes)

For help with Status Indicator (SI), Configuration (Conf), (Status), Tow Taxi Codes (TTT), and (CAT) Click the underlined headings below.

<table>
<thead>
<tr>
<th>Base</th>
<th>NOS</th>
<th>Serial #</th>
<th>F/C</th>
<th>Armor</th>
<th>Park</th>
<th>Remarks</th>
<th>Mission #</th>
<th>Takeoff</th>
<th>UUS</th>
<th>DUS</th>
<th>BTR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dover AFB</td>
<td>3257</td>
<td>0130000</td>
<td>CP2</td>
<td>U</td>
<td>NICKS</td>
<td>101</td>
<td>SWNOV 09 1700</td>
<td>301</td>
<td>900</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Dover AFB</td>
<td>3276</td>
<td>0135000</td>
<td>CP1</td>
<td>U</td>
<td>NICKS</td>
<td>101</td>
<td>SWNOV 09 1700</td>
<td>301</td>
<td>900</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Dover AFB</td>
<td>3278</td>
<td>0135000</td>
<td>CP4</td>
<td>U</td>
<td>NICKS</td>
<td>101</td>
<td>SWNOV 09 1700</td>
<td>301</td>
<td>900</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Dover AFB</td>
<td>3257</td>
<td>0130000</td>
<td>CP2</td>
<td>U</td>
<td>NICKS</td>
<td>101</td>
<td>SWNOV 09 1700</td>
<td>301</td>
<td>900</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
Possession Purpose Codes

Description: This report provides an alphabetical list of Possession Purpose Codes (also known as Purpose Identifier Codes) and their description. It is a two letter code that indicates ownership (possession) of an asset. For example, 'BQ' is Major Maintenance Awaiting AFMC Decision/Action; ‘CA’ is Combat Support; ‘DO’ is Depot Level Maintenance Possession--for Depot Work.

Source: REMIS feed to G081

Frequency: Updated once daily.
Description: The Situation Report provides a forecast for mission capable aircraft at 12, 24, 48, and greater than 48 hours by MDS. It also provides current aircraft availability status and MC rate.

Source: G081

Frequency: Updated in near real time.
Situation Report for Travis AFB

If you click on the Show/Change Field Selections, the following field selections are displayed.

Available Fields and Selected Fields Displayed
Situation Report for Travis AFB (all available fields selected)
Description: The Situational Awareness Report uses data from six different sources to calculate values for 21 performance measures that are displayed by aircraft mission design, possessing command, possessing base, month and year. The data source, extraction schedule, Oracle table name, data extracted, data coverage, business rules and rate calculations for each performance measure are outlined in the following tables.

<table>
<thead>
<tr>
<th>MC Rate, TNMCM Rate, TNMCS Rate, Avg Poss</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mainframe Source</strong></td>
</tr>
<tr>
<td><strong>Extracted at</strong></td>
</tr>
<tr>
<td><strong>To Oracle Table</strong></td>
</tr>
<tr>
<td><strong>Data Extracted</strong></td>
</tr>
<tr>
<td><strong>Data Covers</strong></td>
</tr>
</tbody>
</table>
| **Business Rules**                        | • Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC  
• Possession Purpose Code - Does not begin with B or D and is not XJ |
| **Rate Calculations**                     | • **MC Rate** - Total (FMC + PMCB + PMCBR + PMCM + PMCMR + PMCS + PMCSR Hours)/Possessed Hours * 100  
• **TNMCM Rate** - Total(NMCBU + NMCBS + NMCMU + NMCS + NMCBUA + NMCBSA + NMCMUA + NMCMSA Hours)/Possessed Hours * 100  
• **TNMCS Rate** - Total(NMCS + NMCBUA + NMCBSA + NMCSA Hours)/Possessed Hours * 100  
• **Avg Poss** - Total Possessed Hours/Hours in Month * 100 |
### eLog21 Acft Availability

<table>
<thead>
<tr>
<th>Mainframe Source</th>
<th>M359S14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extracted at</td>
<td>0155Z Daily</td>
</tr>
<tr>
<td>To Oracle Table</td>
<td>AIRCRAFT_STATUS_HISTORY</td>
</tr>
<tr>
<td>Data Extracted</td>
<td>eLog21 Available Hours, eLog21 MC Hours</td>
</tr>
<tr>
<td>Data Covers</td>
<td>Current Month + 12 previous months</td>
</tr>
</tbody>
</table>

#### Business Rules
- Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC
- Possession Purpose Code (for available hours) - Is one of the following: BJ, BK, BL, BN, BO, BQ, BR, BT, BU, BW, BX, CA, CB, CC, CF, EH, EI, DJ, DK, DL, DM, DO, DR, IF, PJ, PL, PR, TF, TJ, XJ, XW, XZ, ZA, or ZB
- Possession Purpose Code (for eLog21 MC hours) - Is one of the following: CA, CB, CC, CF, EH, EI, IF, PJ, PL, PR, TF, TJ, ZA, or ZB
- Aircraft Status (for eLog21 MC hours) - Is one of the following: FMC, PMCB, PMCBR, PMCM, PMCMR, PMCS, PMCSR

#### Rate Calculations
- eLog21 MC hours/eLog21 available hours * 100

### Hourly Use

<table>
<thead>
<tr>
<th>Mainframe Source</th>
<th>M359S14</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extracted at</td>
<td>0155Z Daily</td>
</tr>
<tr>
<td>To Oracle Table</td>
<td>AIRCRAFT_FLIGHT_HISTORY</td>
</tr>
<tr>
<td>Data Extracted</td>
<td>Flying Hours, Sortie Count</td>
</tr>
<tr>
<td>Data Covers</td>
<td>Current Month + 12 previous months</td>
</tr>
</tbody>
</table>

#### Business Rules
- Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC

#### Rate Calculations
- Flight Hours/(Possessed Hours/Hours in Month) * 24

### CANN Rate

<table>
<thead>
<tr>
<th>Mainframe Source</th>
<th>M384SR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extracted at</td>
<td>Near Real Time</td>
</tr>
<tr>
<td>To Oracle Table</td>
<td>AIRCRAFT_DISCREPANCY_HISTORY</td>
</tr>
<tr>
<td>Data Extracted</td>
<td>CANN Count</td>
</tr>
<tr>
<td>Data Covers</td>
<td>Current Month + 6 previous months</td>
</tr>
</tbody>
</table>

#### Business Rules
- Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC
- A discrepancy is a CANN if characters 4 and 5 of JCN = 52.
- The discrepancy must be a ‘root’ discrepancy (i.e. Suffix = 000).

#### Rate Calculations
- CANN Count/Sortie Count * 100
<table>
<thead>
<tr>
<th>Break Rate, 4 Hr Fix Rate, 8 Hr Fix Rate, 12 Hr Fix Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mainframe Source</strong></td>
</tr>
<tr>
<td><strong>Extracted at</strong></td>
</tr>
<tr>
<td><strong>To Oracle Table</strong></td>
</tr>
<tr>
<td><strong>Data Extracted</strong></td>
</tr>
<tr>
<td><strong>Data Covers</strong></td>
</tr>
</tbody>
</table>

**Business Rules**
- Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC
- Each record counts as an arrival.
- Each record with a landing status of 3 counts as a break.
- (Note: For each debrief record with a landing status of 3, aircraft status history records are checked to find out how many hours were required, after the aircraft landed, to return the aircraft to MC status. This value (called Break Repair Hours), if the hours could be determined, is inserted into the debrief record.)
- Each record with a landing status of 3 and a repair time of 4 hours or less counts as a break fixed in 4 hours.
- Each record with a landing status of 3 and a repair time of 8 hours or less counts as a break fixed in 8 hours.
- Each record with a landing status of 3 and a repair time of 12 hours or less counts as a break fixed in 12 hours.

**Rate Calculations**
- **Break Rate** - Total Break Count / Total Arrival Count * 100
- **4 Hr Fix Rate** - Total Break Fix 4 Count/Total Break Count * 100
- **8 Hr Fix Rate** - (Total Break Fix 4 Count + Total Break Fix 8 Count)/Total Break Count * 100
- **12 Hr Fix Rate** - (Total Break Fix 4 Count+ Total Break Fix 8 Count + Total Break Fix 12 Count)/Total Break Count * 100
### Repeat/Recur Rate

<table>
<thead>
<tr>
<th><strong>Mainframe Source</strong></th>
<th>M384SR</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Extracted at</strong></td>
<td>0920Z Daily</td>
</tr>
<tr>
<td><strong>To Oracle Table</strong></td>
<td>AIRCRAFT_DISCREPANCY_HISTORY</td>
</tr>
<tr>
<td><strong>Data Extracted</strong></td>
<td>Repeat/Recur Count, Pilot Reported Discrepancy (PRD) Count</td>
</tr>
<tr>
<td><strong>Data Covers</strong></td>
<td>Current Month + 6 previous months</td>
</tr>
</tbody>
</table>

#### Business Rules
- Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC
- A discrepancy is a repeat/recur if the repeat recur value is 1 or 2 and the when discovered code is A, B, C, D, E or P.
- A discrepancy is a pilot reported discrepancy if the when discovered code is A, B, C, D, E or P.
- The discrepancy must be a 'root' discrepancy (i.e. Suffix = 000).

#### Rate Calculations
Total Repeat Recur Count/Total Pilot Reported Discrepancy Count * 100

### WW Log Departure Reliability Rate, HS Log Departure Reliability Rate, En route Log Departure Reliability Rate, J-Divert Rate

<table>
<thead>
<tr>
<th><strong>Data Source</strong></th>
<th>GDSS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Extracted on</strong></td>
<td>Daily for all departures from beginning of month to previous day, 5th day of each month (all departures for previous month)</td>
</tr>
<tr>
<td><strong>To Oracle Table</strong></td>
<td>AIRCRAFT_DEPARTURE_HISTORY</td>
</tr>
<tr>
<td><strong>Data Extracted</strong></td>
<td>Worldwide Departure Count, Worldwide Departure Delay Count, En route Departure Count, En route Departure Delay Count, Home Station Departure Count, Home Station Departure Delay Count, J-Divert Count</td>
</tr>
<tr>
<td><strong>Data Covers</strong></td>
<td>See Extracted on.</td>
</tr>
</tbody>
</table>
Business Rules

- As incoming GDSS departure records are processed, the following business rules are applied:
  - The aircraft must have been a MAF aircraft on the date and time of departure.
  - The mission class cannot be FCF or TRANSFER.
  - If mission class is TRAINING, the second character of the mission ID must be E or U.
  - If mission class is TRAINING, and the second character of the mission ID is U, the characters 6 and 7 of the mission ID must be 'P9', 'T1', 'TB', 'TC', 'TH' or 'TJ'.
  - If the mission itinerary number is 101 or greater the departure is counted as an en route departure.
  - If the mission itinerary number is less than 100 the departure is counted as a home station departure unless the departure purpose code is J, in which case the departure is counted as an en route departure.
  - If the primary delay code is one of 95 listed in the LKUP_DEPARTURE_DELAY_CODES table, the departure is counted as a delay.
  - (Note: Incoming GDSS departure records are also checked against the AIRCRAFT_STATUS_HISTORY table to determine which command and base possessed the aircraft at the date and time of departure.)

- After the incoming GDSS records are processed, the following additional business are applied during the summarization process:
  - Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC
  - Each departure is counted as a worldwide departure.
  - Each departure which has been delayed is counted as a worldwide departure delay.
  - Each departure with a departure type of ENROUTE is counted as an en route departure.
  - Each departure with a departure type of ENROUTE which has been delayed is counted as an en route departure delay.
  - Each departure with a departure type of HOME is counted as a home station departure.
  - Each departure with a departure type of HOME which has been delayed is counted as a home station departure delay.
  - Each departure with a departure purpose code of J is counted as a J-Divert if the previous arrival code is not a J.
  - Each arrival with an arrival purpose code of J is counted as a J-Divert if the previous departure code is not a J.
### Rate Calculations

- **WW Log Departure Reliability Rate**: \[
  \frac{(\text{WW Departure Count} - \text{WW Departure Delay Count})}{\text{WW Departure Count}} \times 100
\]

- **HS Log Departure Reliability Rate**: \[
  \frac{(\text{HS Departure Count} - \text{HS Departure Delay Count})}{\text{HS Departure Count}} \times 100
\]

- **En route Log Departure Reliability Rate**: \[
  \frac{(\text{En route Departure Count} - \text{En route Departure Delay Count})}{\text{En route Departure Count}} \times 100
\]

- **J-Divert Rate**: \[
  \frac{\text{J-Divert Count}}{\text{WW Departure Count}} \times 100
\]

### Air Abort Rate

<table>
<thead>
<tr>
<th>Mainframe Source</th>
<th>M384SR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extracted at</td>
<td>0920Z Daily</td>
</tr>
<tr>
<td>To Oracle Table</td>
<td>AIRCRAFT_DISCREPANCY_HISTORY</td>
</tr>
<tr>
<td>Data Extracted</td>
<td>Air Abort Count</td>
</tr>
<tr>
<td>Data Covers</td>
<td>Current Month + 6 previous months</td>
</tr>
</tbody>
</table>
| **Business Rules** | Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC  
|                  | A discrepancy is an air abort if the when discovered code = C and the job control number suffix is 0. |
| **Rate Calculations** | Air Abort Count/Sortie Count * 100 |

### Delayed Discrepancy - AWM Rate, Delayed Discrepancy - AWP Rate, Delayed Discrepancy Rate

<table>
<thead>
<tr>
<th>Mainframe Source</th>
<th>M359S11</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Extracted at</strong></td>
<td>4 times daily at 6 hour intervals</td>
</tr>
<tr>
<td>To Oracle Table</td>
<td>DELAYED_DISCREPANCY_HISTORY</td>
</tr>
<tr>
<td><strong>Data Extracted</strong></td>
<td>Possessed Aircraft Count, Delayed Discrepancy Count, Delayed Discrepancy AWM Count, Delayed Discrepancy AWP Count</td>
</tr>
<tr>
<td>Data Covers</td>
<td>Current Month + 12 previous months</td>
</tr>
</tbody>
</table>
### Business Rules

- Possessing command - AMC, AFRC, ANG, PACAF, USAFE, or AETC
- Discrepancy type = A or K
- Discrepancy create date must be older than 5 days old.
- The first 3 characters of the JCN cannot be 000.
- The value for WC_MNEM_5 cannot be DEPOT.
- The WORK_CODE value cannot be 01000, 02000, or 07000.
- The TYPE_MAINT value cannot be T.
- Characters 4 and 5 of the JCN cannot be 16.
- The JCN WES (suffix) must be 000.
- The DISCREPANCY_IND value cannot be NS or NM.
- The aircraft CALL_SIGN value cannot be ISO, HSC or RFB.
- The MDS value cannot be C037A, RC026B or C032B.
- The possession purpose code (A_C_ASSIGN_CODE) must be IF, CA, TF, ZA, or ZB.
- The aircraft serial number cannot be 64000520, 93001096, 73003300, 99005309, 76003301, 76003302, 62001859, 64014861, 64014866, 65000963, 65000966, 65000967, 65000968, 65000977, 65000980, 65000984, 65000985, 96005301, 97005303, 92001094, 92001095, 96005300, 96005302, 98005308, 97005304, 97005305, 97005306, 98005307, 64000521.

### Rate Calculations

- Delayed Discrepancy Rate - Average Delayed Discrepancy Count/Average Possessed Aircraft Count * 100
- Delayed Discrepancy AWM Rate - Average Delayed Discrepancy AWM Count/Average Possessed Aircraft Count * 100
- Delayed Discrepancy Rate - Average Delayed Discrepancy AWP Count/Average Possessed Aircraft Count * 100

### Dropped Object Rate

<table>
<thead>
<tr>
<th><strong>Data Source</strong></th>
<th>Dropped Object Prevention Program Application</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Extracted at</strong></td>
<td>0010Z Daily</td>
</tr>
<tr>
<td><strong>To Oracle Table</strong></td>
<td>DOPP_INCIDENTS</td>
</tr>
<tr>
<td><strong>Data Extracted</strong></td>
<td>Dropped Object Count</td>
</tr>
<tr>
<td><strong>Data Covers</strong></td>
<td>Current Month + 12 previous months</td>
</tr>
<tr>
<td><strong>Business Rules</strong></td>
<td>Each record extracted from the DOPP applications is counted as a Dropped Object.</td>
</tr>
<tr>
<td><strong>Rate Calculations</strong></td>
<td>Dropped Object Count/Sortie Count * 100</td>
</tr>
</tbody>
</table>
Click on the Base to amplify the data for an indicator. The following is an example for the MC Rate.
Description: The TACC Integrated Flight Management (IFM) Report depicts the aircraft capabilities and status and availability of all MAF aircraft permitting query of required information by specific aircraft serial number, and Air Communications and Address Reporting System (ACARS) identification number. This report will NOT return an ACARS "drop down list" for C-130's or C-9's because the information doesn't exist in the system.

Source: G081

Frequency: Updated once daily.
TACC Capability-Possessed Gen Report

Click the aircraft serial number to view the Aircraft Discrepancy Report.

Aircraft Discrepancy Report

Click the Job Control Number to view the supply data.

Supply Data
Description: The Tail Number Bin Report provides the location of aircraft components that have been issued against an aircraft but are awaiting installation.

Source: G081

Frequency: Updated every 4 hours.
### Tail Number Bin Report by Base Selection

<table>
<thead>
<tr>
<th>Base</th>
<th>MOS</th>
<th>Serial Number</th>
<th>JCB</th>
<th>Document Item</th>
<th>Part Item</th>
<th>ISM</th>
<th>Homologation</th>
<th>Recpt Time</th>
<th>Recpt Date</th>
</tr>
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<tbody>
<tr>
<td>Travis AFB</td>
<td>C017A</td>
<td>505000154</td>
<td>215F0342095527</td>
<td>0002-NS</td>
<td>532000018570213</td>
<td>EYELET</td>
<td>1975</td>
<td>23 SEP 09</td>
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<td>215F0342095527</td>
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<td>EYELET</td>
<td>1975</td>
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<td>1975</td>
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<td>532000018570213</td>
<td>EYELET</td>
<td>1975</td>
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<td>1975</td>
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<td>Travis AFB</td>
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<td>0002-NS</td>
<td>532000018570213</td>
<td>EYELET</td>
<td>1975</td>
<td>23 SEP 09</td>
<td></td>
</tr>
</tbody>
</table>
Description: This report provides a TCTO Status Report by command, base, MDS, and either aircraft serial number or TCTO number. The report includes the TCTO number, Data Code, completion status, status code, completion date, expiration date, and TCTO description.

Source: G081

Frequency: Updated once daily.
TCTO Compliance Report for Aircraft Serial Number 58000072

- Indicates whether TCTO is complete or not.
- This is the 2 position status code of the TCTO.
- This is the date the TCTO expires.
- Click on the specific Status Code to see the definition.
Description: The report provides a list of all work unit codes or reference designators for a selected MDS. The nomenclature for the WUC/REFDES is included in the report.

Source: REMIS updates G081.

Frequency: Updated once daily.
# WUC/REFDES System Reference Report

## TACC Reference

As of Thursday, October 22 11:02

This report is updated daily!

<table>
<thead>
<tr>
<th>Code</th>
<th>REFDES Narrative Description</th>
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</thead>
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<td>2100 AIR CONDITIONING</td>
</tr>
<tr>
<td>CE1A</td>
<td>2130 PRESSURIZATION CONTROL</td>
</tr>
<tr>
<td>CE1A</td>
<td>2140 HEATING</td>
</tr>
<tr>
<td>CE1A</td>
<td>2150 CAB</td>
</tr>
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<td>CE1A</td>
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<td>CE1A</td>
<td>2180 SYSTEM MONITORING</td>
</tr>
<tr>
<td>CE1A</td>
<td>2200 AUTO PILOT</td>
</tr>
<tr>
<td>CE1A</td>
<td>2210 ELECTRONIC FLIGHT CONTROL SYSTEM</td>
</tr>
<tr>
<td>CE1A</td>
<td>2230 AUTO THRUST</td>
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<tr>
<td>CE1A</td>
<td>2250 COMMUNICATIONS</td>
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<td>CE1A</td>
<td>2310 SPEECH COMMUNICATION</td>
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<tr>
<td>CE1A</td>
<td>2320 DATA XMS &amp; AUTOMATIC CALLING</td>
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<tr>
<td>CE1A</td>
<td>2330 PASSENGER ADDRESS</td>
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<td>CE1A</td>
<td>2380 INTEGRATED AUTOMATIC TUNING</td>
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<td>CE1A</td>
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<tr>
<td>CE1A</td>
<td>2430 ALTERNATING CURRENT GENERATION</td>
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<tr>
<td>CE1A</td>
<td>2440 DIRECT CURRENT GENERATION</td>
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<td>CE1A</td>
<td>2440 EXTERNAL POWER</td>
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<td>2450 ELECTRICAL LOAD DISTRIBUTION</td>
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<td>CE1A</td>
<td>2470 ELECTRICAL MONITORING &amp; PROTECTION</td>
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<td>CE1A</td>
<td>2510 FLIGHT COMPARTMENT</td>
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<td>CE1A</td>
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</table>
CHAPTER 4

Subscription and On-Demand Reports
What reports am I subscribed to?
Subscription Reports – Daily Email
Description: This report provides all closed discrepancies with MDC by tail number for the last 14 days.

Source: G081

Frequency: Updated daily at 0400 Central Standard Time.
Description: The Alpha Roster provides a listing of personnel in alphabetical order by work center.

Source: G081 personnel records

Frequency: Updated daily at 0605 Central Standard Time, Monday through Friday.
Closed Jobs No MDC by Base

Description: This report provides closed jobs with no MDC taken for the last 60 days.

Source: G081

Frequency: Updated daily at 0330 Central Standard Time.
Closed Jobs No MDC Excel File

Description: This Excel report provides closed jobs with no MDC taken for the last 60 days.

Source: G081

Frequency: Updated daily at 0605 Central Standard Time.
Closed Jobs No MDC by Shop

**Description:** This report provides closed jobs by shop with no MDC taken for the last 60 days.

**Source:** G081

**Frequency:** Updated daily at 0400 Central Standard Time.
Description: Creates a daily email listing your aircrafts due home date, the reason, and the aircrafts current location.

Source: G081

Frequency: Updated daily at 0605 Central Standard Time, Monday through Friday.
Description: This report provides a System Change Request (SCR) listing by programmer.

Source: G081

Frequency: Updated daily at 0605 Central Standard Time, Monday through Friday.
Closed Discrepancy Summary (previous month)

Description: This report provides a summary of the previous months closed discrepancies.

Source: G081

Frequency: Updated at 0605 Central Standard Time, on the 2nd day of every month.
Description: This report provides closed jobs with no MDC for the past 60 days.

Source: G081 Batch Program 67142

Frequency: Updated daily and runs on the 7th day of the month.
Closed Jobs No MDC Excel File

Description: This report provides an Excel file of closed jobs with no MDC for the past 60 days.

Source: G081 Batch Program 67142

Frequency: Updated daily and runs on the 7th day of the month.
Closed Jobs No MDC by Shop

Description: This report provides closed jobs by shop with no MDC for the past 60 days.

Source: G081 Batch Program 67142

Frequency: Updated daily and runs on the 7th day of the month.
Description: This report provides the Canns for the previous month.

Source: G081 Batch Program 67401

Frequency: Updated once daily.
On-Demand Reports – HTML
Description: The Alpha Roster provides a report by Work center and Name by base.

Source: G081 Personnel Records

Frequency: Updated in near real time.
Closed Discrepancies with No MDC Assigned Base

Description: This report provides closed jobs with no MDC for the past 60 days.

Source: G081 Batch Program 67142

Frequency: Updated once daily.
Closed Discrepancy No MDC for Last 60 Days for Dyess AFB
AS OF 2009/11/03 09:56:00 ZULU PAGE - 1

<table>
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<th>MDC</th>
<th>MDC</th>
<th>Action</th>
<th>Work Card No.</th>
<th>Work Card Description</th>
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Done
Closed Discrepancies with No MDC by Closing Base and Shop

Description: This report provides closed jobs by closing base and shop with no MDC for the past 60 days.

Source: G081 Batch Program 67142

Frequency: Updated once daily.
Closed Discrepancies with No MDC by Closing Base and Shop for McChord
Description: This report provides a listing of aircraft remaining on the ground for more than 30 days.

Source: G081

Frequency: Updated in near real time.
In the Days column blue equals 30-59 days, green equals 60-89 days, and red equals 90 days or more on the ground.

<table>
<thead>
<tr>
<th>Serial num</th>
<th>MDS</th>
<th>Geodoc Name</th>
<th>Park Loc</th>
<th>EDICETIC</th>
<th>TIC</th>
<th>PPC</th>
<th>Status</th>
<th>Days</th>
<th>Remarks</th>
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<tbody>
<tr>
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<td>C139H</td>
<td>Little Rock AFB AMC</td>
<td>L003</td>
<td>13 NOV 09 1800 A</td>
<td>CA</td>
<td>NMCRU</td>
<td>86</td>
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<tr>
<td>540068203</td>
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<td>H2</td>
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<td>NMCRS</td>
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Hangar Queen Report for AMC – All Bases
**Closed Discrepancy Summary**

**Discrepancy:** This report provides a summary of the current month, previous month, previous 60 days and last 90 days of closed discrepancies by base and shop.

**Source:** G081 Batch Program 67173

**Frequency:** Updated once daily.

<table>
<thead>
<tr>
<th>CLOSING BASE</th>
<th>W/C</th>
<th>SHEET</th>
<th>SUIT GEN.</th>
<th>OPEN/CLOSED SAMP/KEY</th>
<th>WITH REG</th>
<th>PARTS REQ</th>
<th>OPENED</th>
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</thead>
<tbody>
<tr>
<td>Fairchild AFB</td>
<td>GIAZP</td>
<td>ALACO</td>
<td>DAY</td>
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<td>GIAZP</td>
<td>ALACO</td>
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<tr>
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<td>15</td>
<td>4</td>
<td>33.3</td>
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</table>

<table>
<thead>
<tr>
<th>CLOSING BASE</th>
<th>W/C</th>
<th>SHEET</th>
<th>SUIT GEN.</th>
<th>OPEN/CLOSED SAMP/KEY</th>
<th>WITH REG</th>
<th>PARTS REQ</th>
<th>OPENED</th>
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<tbody>
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**Closed Discrepancy Summary for Fairchild AFB**
Overseas History Report

Description: This report provides aircraft landings by base and aircraft type.

Source: G081

Frequency: Updated every 30 minutes.
Overseas History Report for Ramstein – All Aircraft

Select in the Arrival Count column to view the Detail Records for each MDS.

C-17A Detail Records
**Possession Purpose Codes**

Description: This report provides an alphabetical list of Possession Purpose Codes (also known as Purpose Identifier Codes) and their description. It is a two letter code that indicates ownership (possession) of an asset. For example, 'BQ' is Major Maintenance Awaiting AFMC Decision/Action; 'CA' is Combat Support; 'DO' is Depot Level Maintenance Possession--for Depot Work.

Source: REMIS feed to G081

Frequency: Updated daily.
**Description:** The report provides a list of all work unit codes or reference designators for a selected MDS.

**Source:** REMIS updates G081.

**Frequency:** Updated daily.
### WUC/REFDES System Reference Report

**TACC Reference**

As of Thursday, October 22 11:02

This report is updated daily.

<table>
<thead>
<tr>
<th>REFDES</th>
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<tr>
<td>C17A</td>
<td>2210 ELECTRONIC FLIGHT CONTROL SYSTEM</td>
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<td>2230 AUTO THROTTLE</td>
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<td>C17A</td>
<td>2570 ACCESSORY COMPARTMENTS</td>
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</table>
Description: This report displays Mobility Air Forces aircraft entered as deployed to a forward operating location. Select a deployed base to view a report of aircraft deployed to the location. Select an assigned base to view the assigned aircraft’s deployed location. Choosing x130-ALL from the MDS drop down box will return information on all C-130s including WC-130 and LC-130s.

Source: G081 Program 9141

Frequency: Updated once daily.
Report for McChord Assigned Aircraft Deployed to McGuire

Report for Charleston Assigned Aircraft for All Deployed Locations

Select the Fly, NMC, or the MC Minutes column to view a detailed report. The following example is for the Fly Minutes.
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<td>02001108</td>
<td>08-27-2009</td>
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<td>350</td>
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</tbody>
</table>

**TOTAL Elapsed Flying Time:** 12240 mins.
CHAPTER 5

Training Reports and Manuals
Certification/Inspection Status

Description: The Certification Status Report Selector is used to run a Special Certification Roster (SCR). This report can be run for all courses or a specific course for one employee or all employees for one shop or all shops. You may also select a qualification status and military civilian code or leave blank to select all. For TDY status 'All' is the default.

Source: G081 Program 9145R, Options I and J

Frequency: Updated in near real time.
SCR for All Shops – All Courses

SCR for One Employee
The By Course (the default) selector results in an SCR displayed in course code order.

The By Employee selection results in an SCR in employee order.
Course Status Report

Description: The Course Status Report provide qualification status for up to 4 course codes for either one work center or for a range of work centers. You may select a qualification status and military civilian code or leave blank for all. ‘All’ is the default for TDY status.

Source: G081 Program 9145R

Frequency: Updated in near real time.
A report summary provides totals by qualification status for each course.
Detail Status Report

**Description:** The Detail Status Report provides the training status for the current month and for 30, 60, and 90 days. You may run this report several different ways: By Shop runs the report for a specific Shop (Default). All Shops runs the report for All Shops. By Work Center runs the report for a range of work centers. The third option allows you to run this report for multiple ‘Shops’ within the work center range.

**Source:** G081 Program 9145R, Options 3, E, D, and F

**Frequency:** Updated in near real time.
Select the By Work Center for the Work Center Start and Stop selector.
Detail Status Report - 30 Day

Detail Status Report - 90 Day
Master Course Codes Report

Description: The Master Course Codes Report provides a listing of course codes. Users have the option of running a Detail or a Summary (course code narrative not included) report for all course codes or for one prefix. You may also select a frequency of All courses, All others, or One time.

Source: G081 Program 9145R

Frequency: Updated in near real time.
### The Master Course Codes

**as of 13-OCT-2009 07:10Z (09286 Julian)**

(Updated once Daily)

<table>
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<th>NOMENCLATURE</th>
<th>PRG REQ</th>
<th>PRG CODE</th>
<th>TYPE</th>
<th>CRS</th>
<th>LENGTH</th>
<th>LKD</th>
<th>NARRATIVE</th>
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<td>SIGN EXCEPTIONAL RELEASE</td>
<td>INSP</td>
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<td>1</td>
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<td>FIGHT SECTION CHIEFS EVALUATE THE QUALIFICATIONS OF ALL SUBORDINATES PRIOR TO RECOMMENDING APPROVAL TO PERFORM THIS DUTY TASK. 200 SERIES OR HIGHER, MIN 7 LEVEL F1. CIVILIAN EQUIVALENT</td>
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<td>FIGHT SECTION CHIEFS EVALUATE THE QUALIFICATIONS OF ALL SUBORDINATES PRIOR TO RECOMMENDING APPROVAL TO PERFORM THIS DUTY TASK. 200 SERIES OR HIGHER, MIN 7 LEVEL F1. CIVILIAN EQUIVALENT</td>
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<td>QUAL</td>
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<td>QUAL</td>
<td>1</td>
<td>HS</td>
<td>Y</td>
<td>INDIVIDUAL IS QUALIFIED THROUGH OUT. MUST BE A HIGH LEVEL QUAL. MAR learns equivalent</td>
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<td>INSP</td>
<td>1</td>
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<td>Y</td>
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<td>1</td>
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<td>1</td>
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<td>Y</td>
<td>FOR AIRCRRFL FLIGHT EQUIPMENT APSC</td>
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<td>Y</td>
<td>THIS IDENTIFIES THOSE PERSONNEL WHO ARE AUTHORIZED TO SIGN OFF AGE EQUIPMENT X5</td>
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Master Course Code Detail Listing for One Prefix
Master Course Code Summary for All Courses

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Description: The User Manuals are designed to help you learn how to process the G081 programs pertinent to a functional area and also serve as a reference tool for entering and extracting data. The manuals provide general information such as creating passwords, logging on to the system, getting help and entering data.

Source: G081 Help screens and subject matter experts

Frequency: Updated as required per direction of HQ AMC/A4PI.
Glossary

Terms and Abbreviations
This appendix provides definitions and explanations of terms, abbreviations, and data elements used in the Global Reach Web Page. All terms and abbreviations are listed in alpha sequence.

• **A/C**
  – Aircraft

• **A/C SERID**
  – Refers to either the aircraft serial number or the aircraft identification number.

• **ACARS**
  – Air Communications Address and Reporting System - 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.

• **Accomplishing Base**
  – A 4-position base code used to identify a geographic location of the base where the in-flight discrepancy was repaired or signed off if other than home station.

• **ACFT**
  – Aircraft

• **ACTION TAKEN CODE**
  – Action taken codes, when used in conjunction with Work Unit Codes, How Malfunction Codes, and When Discovered Codes, identify a complete unit of work or a maintenance task or action. This is the action performed while repairing the aircraft or component. Action Taken Codes are standard for all equipment and are listed in T.O. 00-20-2 and in the appropriate -6 manual for your Mission Design Series (MDS).
• **ACTN**  
  – See Action Taken Code

• **ADS**  
  – Aircraft Defensive Systems

• **AETC**  
  – Air Education and Training Command

• **AFI**  
  – Air Force Instruction

• **AFR**  
  – Air Force Reserve

• **AGE**  
  – Aerospace Ground Equipment

• **ALE (HF-ALE)**  
  – Automatic Link Establishment – 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).

• **ALRT**  
  – Alert

• **AMC**  
  – Air Mobility Command

• **AMP**  
  – Avionics Modernization Program

• **AMU**  
  – Aircraft Maintenance Unit

• **ANG**  
  – Air National Guard

• **APU**  
  – Auxiliary Power Unit

• **ARC**  
  – Air Reserve Component. Includes Air Force Reserve and Air National Guard.

• **ART**  
  – Air Reserve Technician
• ARV
  – Arrive

• ASGN
  – Assigned

• ASSG ST
  – Assignment Status

• Assigned A/C
  – Aircraft that are assigned by HQ USAF to a major command for the purpose of carrying out assigned missions.

• AT
  – See Action Taken code.

• AWM
  – Awaiting Maintenance

• AWP
  – Awaiting Parts

• AWT
  – Awaiting Transfer

• Base Code
  – 4-position code that identifies each base in the Air Force.

• Batch
  – A type of report that is a combination of data from several programs designed to provide information. The output is sent to a printer instead of a screen.

• CAMS
  – Core Automated Maintenance System

• Cann
  – Cannibalization

• Category of Labor
  – A 1-position numeric code used to differentiate the various types of maintenance resources used to support the USAF equipment maintenance program.

• CAT
  – Category

• CEI
  – Component End Item
• CEMS
  – Comprehensive Engine Management System

• CMD
  – Command

• CND
  – See Cannot Duplicate

• Component Position
  – This field allows you to specify to G081 the installed position of the component. It indicates a position a component item is installed on the Next Higher Assembly (NHA). The component position must be 0-8 for all on-equipment maintenance actions involving installed engines or engine components when using work unit codes which begin with 21, 22, 23, 24, 25, 26, 27, 28, or 29.

• Config
  – Configuration

• CRS-CD
  – Course Code

• CS
  – See Crew Size.

• CUR STAT
  – Current status of the aircraft.

• CYC
  – See Cycles.

• Cycles
  – Identifies the number of cycles that are collected and recorded as “Significant Historical Data” for the indicated component on the aircraft.

• Date Installed
  – The date an item was installed on a higher assembly.

• Date Last Overhaul
  – The date an item was last overhauled.

• DHD
  – Due Home Date

• DIFM
  – Due In From Maintenance
• DISA
  – Defense Information Systems Agency

• DISC
  – Discrepancy or Discovered

• Discrepancy
  – A free-text narrative that identifies the suspected problem for the end item or component.

• DMC
  – Defense Mega Center

• DOC
  – Due-Out Cancel

• DOC Shop
  – This is the supply organizational account code that a shop uses to order supplies.

• DOR
  – Due-Out Release

• DPLD
  – Deployed

• DSN
  – Defense Switching Network

• EDD
  – Estimated Delivery Date

• EDIC
  – Estimated Date in Commission

• EDJC
  – Estimated Date Job Completion

• ENG
  – Engine

• ENG HR
  – Number of operating hours the engine has accrued.

• ENG SN
  – Engine Serial Number

• Engine Cycles
  – The number of cycles/sorties that a particular engine currently has accumulated.
• **Engine Shutdown**  
  – A 2-position code indicating whether the engines were turned off or run at idle.

• **Engine Shutdown Time**  
  – Indicates the local time the aircraft’s engines were shutdown.

• **Engine Position**  
  – This is the relative position of the engine once it is installed on the aircraft.

• **ENGPOS**  
  – See Engine Position.

• **ERRC**  
  – Expendability, Recoverability, Reparability Code

• **ETA**  
  – Estimated Time of Arrival

• **ETIC**  
  – Estimated Time in Commission

• **ETJC**  
  – Estimated Time Job Completion

• **Federal Stock Class**  
  – This is the federal supply classification code for an item. The FSC is the first 4-positions of the National Stock Number (NSN).

• **F/C**  
  – Flare/Chaff

• **FL**  
  – Flight line

• **Flgt Rest**  
  – Flight Restriction

• **FLTR**  
  – Flight Restricted

• **FMC**  
  – Fully Mission Capable

• **FMI**  
  – FM Immunity

• **FOB**  
  – Fuel on Board
• **FOCUS**
  – G081 Ad-Hoc Batch Retrieval Program.

• **FREQ**
  – Frequency

• **FSC**
  – See Federal Stock Class.

• **GEOLOC**
  – Geographical Location. GEOLOC codes are four-character, alphabetic designations that represent specific places in the world, including airports, seaports, and military installations.

• **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.

• **GMT**
  – Greenwich Mean Time

• **GPS**
  – Global Positioning System

• **Graphical User Interface**
  – A Windows based application created specifically for G081. Allows users to work in a point and click environment.

• **GTC**
  – Gas Turbine Compressor

• **GUI**
  – See Graphical User Interface.

• **HF**
  – High Frequency

• **H/M**

• **HM**

• **HOF**
  – Health of the Fleet or Health of the Force.
• **Home Station Check**  
  A type of inspection performed once aircraft return from a mission. Fix definition

• **HOW MAL**  

• **How Malfunction Code**  
  The how malfunction code consists of three characters and is used to identify the nature of the defect and not the cause of the discrepancy. For a complete list of how malfunction codes consult the appropriate -06 manual for your MDS.

• **HRS**  
  Hours

• **HSC**  
  See Home Station Check.

• **ICAO**  
  International Civil Aviation Organization (ICAO) codes are four-character alphabetic airport identifier codes that identify individual airports worldwide.

• **ICBM**  
  Missile Carrying

• **ID**  
  Identification

• **ID Number**  
  See Identification Number.

• **Identification Number**  
  A number which identifies a piece of equipment.

• **IFM**  
  Integrated Flight Management

• **IMS**  
  Information Management System

• **INSP**  
  Inspection

• **INST**  
  Installation

• **INSTL**  
  Installed
• **ISO**
  – See Isochronal Inspection.

• **Isochronal Inspection**
  – A method of scheduling inspection requirements that adjusts the inspection frequency (usually stated in days) by the aircraft’s utilization rate.

• **JACC**
  – Joint Airborne Command and Control

• **JDATE**
  – Julian Date

• **JCN**
  – See Job Control Number.

• **JCNS**
  – See Job Control Number Suffix.

• **Job Control Number**
  – The JCN is used to report, control, and identify each maintenance action. All authorized maintenance jobs will be assigned a JCN. Maintenance is not authorized without a JCN. Locally, this number provides a means to tie together all on- and off-equipment actions taken, the employee’s hours expended, and the failed parts replaced in satisfying a maintenance requirement. In G081, the JCN is 7-positions. Blocks of JCNs may be assigned to equipment, organizations, or certain recurring maintenance actions in accordance with the requirements in T.O. 00-20-2 and the procedures contained in AFI 21-101.

• **Job Control Number Suffix**
  – A suffix is usually used to add a continuation for your discrepancy if there wasn’t enough space for the discrepancy.

• **Job Indicator**
  – The job indicator is used to identify the condition of the aircraft.

• **JOBSTD**
  – Job Standard. The number of people it takes to complete certain types of discrepancies.

• **KEY**
  – See Access Key.

• **KPT**
  – Kits, Parts, Tools

• **LAIR**
  – Large Aircraft Infrared Countermeasure
• LAIRCm
  – Large Aircraft Infrared Countermeasure

• Landing ICAO Base
  – This is the 4-position ICAO base code for the base where the aircraft landed.

• Landing Status
  – This is the condition of the aircraft upon landing.

• Landing Time for the Aircraft
  – This is the date and time the pilot enters in the AFTO Form 781, A Forms Aircrew/Mission Flight Data Document, as the time the aircraft landed. All times are entered in ZULU time.

• LCL
  – Lower Control Limit

• LD ICAO
  – See Landing ICAO Base.

• LD TIME
  – See Landing Time for the Aircraft.

• LKD
  – Locked

• LOC
  – See Location.

• Location
  – This is a locally assigned code which identifies the physical location in which equipment may be placed.

• LOX
  – Liquid Oxygen

• MADARS
  – Malfunction, Detection, Analysis, and Recording Subsystem installed in C-5 aircraft.

• MAF
  – Mobility Air Force

• Maintenance Data Collection (MDC)
  – Collection, storage, and retrieval of maintenance data.

• MC
  – Mission Capable
• **MDC**
  – Maintenance Data Collection

• **MDD**
  – Maintenance Data Documentation

• **MDR**
  – Material Deficiency Report

• **MDS**
  – See Mission Design Series.

• **MEL**
  – Minimum Equipment Level

• **MESL**
  – Minimum Essential Subsystem List

• **MFG**
  – Manufacturer

• **MICAP**
  – Mission Capable

• **MIS**
  – Management Information System

• **Mission Design Series**
  – This is complete designation for aircraft, missiles, and support equipment identified by the mission design series or type model series elements.

• **Mission Leg**
  – A 4-position field contained on AFTO Form 781, AFoms Aircrew/Mission Flight Data Document, which designates the leg of the mission.

• **Mission Number**
  – A 12-position field contained on AFTO Form 781, AFoms Aircrew/Mission Flight Data Document, which designates the mission the aircraft is accomplishing.

• **Mission Symbol**
  – This is a 4-position code contained on AFTO Form 781, AFoms Aircrew/Mission Flight Data Document. The mission symbols are also loaded in G081. For a valid list see Program 9105.

• **Mnemonic**
  – A locally assigned code which identifies the name of a work center.
• **MOC**
  – Maintenance Operations Center

• **MPRS**
  – Multi-Point Refueling System

• **MSN**
  – Mission

• **NHA**
  – Next Higher Assembly

• **NMC**
  – Not Mission Capable

• **NMCB**
  – Not Mission Capable Both (Maintenance and Supply)

• **NMCBS**
  – Not Mission Capable Both (Scheduled)

• **NMCBSA**
  – Not Mission Capable Both Scheduled Airworthy

• **NMCBU**
  – Mission Capable Both (Unscheduled)

• **NMCBUA**
  – Not Mission Capable Both Unscheduled Airworthy

• **NMCM**
  – Not Mission Capable Maintenance

• **NMCM**
  – Not Mission Capable Maintenance (Scheduled)

• **NMCMS**
  – Not Mission Capable Maintenance Scheduled Airworthy

• **NMCMSA**
  – Not Mission Capable Maintenance Scheduled Airworthy

• **NMCS**
  – Not Mission Capable Supply

• **Nomenclature**
  – Description, usually in reference to an aircraft end item.
• NR
  – Number

• NRTS
  – Not Repairable This Station

• NSN
  – National Stock Number

• NTRO
  – Nitrogen

• Password
  – A unique code specified by the user to use in conjunction with an assigned User Id for access to the G081 system.

• PDM
  – Programmed Depot Maintenance

• PEC
  – See Program Element Code

• PEI
  – Program Element Identifier - See Program Element Code.

• Performing Work Center
  – The performing work center is the one performing the maintenance or contributes labor toward a maintenance requirement.

• PFX
  – Prefix

• PMC
  – Partially Mission Capable

• PMCB
  – Partially Mission Capable Both (Maintenance and Supply)

• PMCM
  – Partially Mission Capable Maintenance

• PMCS
  – Partially Mission Capable Supply

• PN
  – See Part Number.
• POS Base
  – This is the 4-position base code of the base that possessed the aircraft at the time of the flight.

• Possessed Aircraft
  – Once a base accepts an aircraft and assumes full responsibility for that aircraft, it is considered possessed by that base.

• Possessed Hours
  – Total number of operating hours during a given time-frame an item of equipment was possessed by an organization.

• PPC
  – Purpose Possession Code

• PRE REQ
  – Prerequisites

• PRI
  – Priority

• Program Element Code
  – A subdivision of the program and cost data, related to a weapon system or support function, as shown in the USAF financial program.

• PSB
  – Program System Block

• PWC
  – See Performing Work Center.

• QA
  – Quality Assurance

• QTY
  – Quantity

• Recurring Discrepancy
  – An in-flight discrepancy that occurred within a predetermined number of sorties.

• REFDES
  – Reference Designator. Identifies a particular component and the location of the component within the weapons system. (The REFDES is only used by C-17 aircraft).

• REMIS
  – Reliability and Maintainability Information System
• **Repeat Discrepancy**
  – An in-flight discrepancy that occurred on consecutive sorties.

• **RFB**
  – Refurbishment

• **RVSM**
  – Reduced Vertical Separation Minimum

• **S/N**
  – See Serial Number.

• **SBSS**
  – Standard Base Supply System

• **SCH T/O**
  – Scheduled Take-Off

• **SCHED**
  – Scheduled

• **SCHED MAINT**
  – See Scheduled Maintenance.

• **Scheduled Maintenance**
  – A system of pre-planned preventative maintenance designed to reduce component failure. Includes scheduled maintenance for isochronal inspections, refurbishments, and cannibalizations.

• **Scheduled Start Date**
  – The date a job is scheduled to start.

• **Scheduled Start Time**
  – The time a job is scheduled to start.

• **SCR**
  – System Change Request

• **SCR**
  – Special Certification Roster

• **SELCAL**
  – Selective Calling System

• **Serial Number**
  – A permanently assigned number by which equipment is identified and controlled.
• **SER-ID**
  - Serial number or aircraft identification number.

• **SI**
  - Status Indicator
  - Green - Aircraft is Fully Mission Capable (FMC) and is functioning as required in Technical Order specifications and is capable of supporting its mission requirements.
  - Red - Aircraft is Not Mission Capable (NMC) and doesn't meet the Technical Order specifications; therefore is unable to perform any of its assigned missions except as noted by the Amber/Yellow designation.
  - Yellow - Aircraft is Partially Mission Capable (PMC) and is functioning in such a way that it can perform at least one, but not all of its missions. For AMC aircraft the Amber/Yellow color also includes those aircraft whose status is NMCBSA, NMCBUA, NMCMSA, NMCMLUA or NMCSA can support selected flying missions.

• **SICR**
  - Selected Item Configuration Record

• **SKE**
  - Station Keeping Equipment

• **SLVR BULL**
  - Silver Bullet

• **SOLL**
  - Special Operations Low Level

• **SOS**
  - Source of Supply

• **SPR**
  - Spare

• **SRD**
  - See Standard Reporting Designator.

• **Standard Reporting Designator**
  - This code consists of 3-positions, primarily used in various Management Information Systems (MIS) to identify the many varieties of equipment in the Air Force inventory.

• **STAT**
  - Status

• **STAT START**
  - Time and date the aircraft went into the current status.
• **Station of Assignment**  
  – The base where the aircraft is assigned.

• **Station of Possession**  
  – The base that possesses the aircraft.

• **Stock Record Account Number**  
  – A 4-position numeric field used to identify the stock record account number (SRAN) responsible for TCTO compliance.

• **SUF**  
  – Suffix

• **SYM**  
  – See Symbol.

• **Symbol**  
  – A red (black in automated products) code that indicates the mechanical condition, fitness for flight or operation, servicing, inspection, and maintenance status of the aerospace vehicle or equipment unit.

• **TACC**  
  – Tanker Airlift Control Center

• **Tag Number**  
  – The last 6-positions of the AFTO Form 350, Reparable Processing Tag Number.

• **TAI**  
  – Total Aircraft Inventory

• **Take-Off Date**  
  – The date a pilot enters in the AFTO Form 781 as the take-off date.

• **Take-Off Time**  
  – Indicates the ZULU time (24-hour clock HHMM) a pilot enters in the AFTO Form 781 as the take-off time.

• **TCAS**  
  – Traffic Collision Avoidance System

• **TCI**  
  – Time Change Item

• **TCTO**  
  – Time Compliance Technical Order

• **TM**  
  – See Type Maintenance Codes.
• TMC
  – See Type Maintenance Codes.

• TMS
  – Type, Model, and Series.

• TMSM
  – Type Model Series Modification

• TNB
  – Tail Number Bin

• TNMCM
  – Not Mission Capable Maintenance

• TNMCS
  – Not Mission Capable Supply

• TO
  – Take-Off

• TO Date
  – See Take-Off Date.

• TO ICAO
  – This is the 4-position ICAO base code the pilot enters on the AFTO Form 781 indicating the base where the aircraft took-off.

• TO Time
  – See Take-Off Time.

• TOG
  – Time On Ground

• Trans
  – Transient

• TTC
  – Tow Taxi Codes
    • A - Can tow or taxi aircraft (home station only)
    • B - Can tow aircraft only (home station only)
    • C - Cannot tow or taxi (home station only)
    • D - Depot assigned aircraft (at home or depot)
    • I - Inbound
    • L - Local training (home station only)
    • M - Mission
    • Q - Alert/sealed aircraft (home station only)
- R - Retirement/Storage
- T - Transient aircraft

- **UCL**
  - Upper Control Limit

- **UJC**
  - Unit Justification Code

- **VHF**
  - Very High Frequency

- **WC**
  - Work Center

- **WD**
  - See When Discovered Code.

- **WDC**
  - See When Discovered Code.

- **WES**
  - Work Event Separator

- **When Disc**
  - See When Discovered Code.

- **When Discovered Code**
  - When discovered code is a 1-position field used to identify at what point in time the discrepancy was discovered. For a list of when discovered codes, consult T.O. 00-20-2 or the appropriate -6 manual for your MDS.

- **Work Center Number**
  - Identifies a designated function of a base that will report man hours expended or man hours by maintenance personnel.

- **Work Unit Code**
  - The WUC is designed as a quick reference number to identify the system, subsystem, and component relationships within end items, and used to identify maintenance requirements.

- **WRE**
  - War Reserve Equipment

- **WRM**
  - War Reserve Material

- **WSC**
– Weapon System Controller

• **WUC**
  – See Work Unit Code.

• **WW**
  – World Wide

• **XRANG**
  – Extended Range Fuel Tanks

• **XTDRANG**
  – Extended Range Fuel Tanks

• **ZONE**
  – Specific area of an aircraft.

• **ZULU Time**
  – The Greenwich Mean Time (GMT)