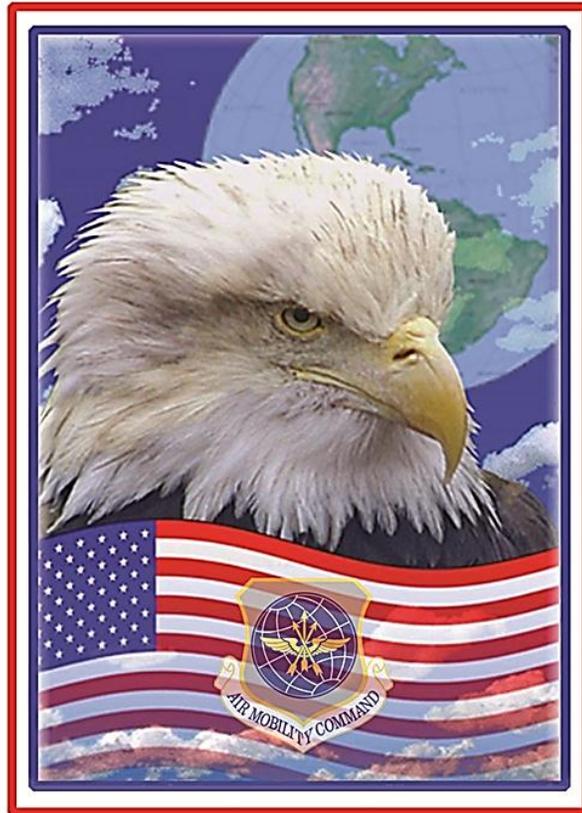


G081

User's Manual



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

Maintenance Data Documentation

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Preface

The scope of Maintenance Data Documentation (MDD) includes all functions outlined in AFI 21-series and MAJCOM guidance when accomplishing maintenance on MDD reportable equipment; historical documentation; and rules for reporting maintenance activities on direct labor, on and off-equipment maintenance, serially controlled items, peculiar maintenance actions and time-change items.

The objectives of the MDD process are to provide a vehicle for: collecting, storing, and retrieving base-level, depot level, and contractor-type maintenance data. Data is used in support of the USAF equipment maintenance program, reliability and maintainability improvement program, and the maintenance management system procedures.

The G081 System is a real time database. Within seconds, after a person inputs data into G081, any user can access that data. This allows technicians, supervisors, analysts, and top level managers access to this data for their individual needs, historical data, troubleshooting techniques, special studies, and etc. These benefits are not always readily apparent to the individual involved in the documenting of data. However, a large portion of the cost of the MDD process is returned through improved reliability, maintainability, and availability of AF equipment.

Purpose of Manual

This guide is not intended to replace nor be used in lieu of the appropriate -06 Technical Order (T.O.) and applicable 00-20 series T.Os. It's a quick reference guide to help G081 users properly apply the rules of maintenance documentation. If used in conjunction with the -06 and 00-20 series T.O.'s, it should help reduce the number of initial errors made in the MDD process.

Overview of Manual

The manual contains four chapters. The chapters are:

- Chapter 1 – Maintenance Data Documentation
- Chapter 2 – Program 9099 Entries
- Chapter 3 – Cannibalization Actions
- Chapter 4 – Aircraft Configuration

How to Use This Manual

This manual belongs to you. Use it as a quick reference during the data entry process to ensure complete and accurate data is entered. Also, we suggest you keep it by your G081 terminal so it is handy when you are entering data into the system just in case you need the information.

Technical References

Following are general technical references that typically contain additional information for the various programs that are discussed in this guide. The information in these references may aid in the MDD process.

- AFI 21-101, Aerospace Equipment Maintenance Management

AFI 21-101 can be found at:

<http://www.e-publishing.af.mil/shared/media/epubs/AFI21-101.pdf>

- AFI 21-101, AMC SUP 1, Aerospace Equipment Maintenance Management, Air Mobility Command Supplement 1

AFI 21-101 AMCSUP1 can be found at:

http://www.e-publishing.af.mil/shared/media/epubs/AFI21-101_AMCSUP_1.pdf

- T.O. 00-20-2, Maintenance Data Documentation

T.O. 00-20-2 can be found at:

<http://www.tinker.af.mil/shared/media/document/AFD-100208-020.pdf>

- Other G081 Programs

G081 Training Manuals can be found at:

<https://amclg.okc.disa.mil/trainingmanuals.aspx>

How to Update this Manual

This manual will be revised periodically. Therefore, to improve its usefulness we suggest you annotate the areas in this guide that should be changed either by adding, deleting, or revising information. As you annotate your manual, forward your suggestions and recommendations to the Office of Primary Responsibility (OPR) for this guide, which is HQ AMC/A4PI.

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If you have suggestions for improving any of the G081 manuals or if you note any errors, please contact HQ AMC/A4PI, Ms. Sheryl Moen, Sheryl.Moen.1@us.af.mil, DSN 779-4510, or Mr. Steven Mitchell, Steven.Mitchell.8.ctr@us.af.mil, DSN 779-2493. Remember any problems with G081 programs must be addressed through your local G081 (analysis office) Manager.

CHAPTER 1

Maintenance Data Documentation

Maintenance Data Documentation

Introduction

Although previously mentioned in this manual, it is extremely important to ensure all Maintenance Data Documentation (MDD) entries in Program 9099 are both accurate and complete. If MDD entries are inaccurate or incomplete the maintenance management decision making process will be significantly hampered. The lack of good decision making can result in cost inefficiencies as well as the lack of effective maintenance. Therefore, the individuals involved in the MDD process must ensure each entry is accurate as well as complete.

Contents

This section contains the following topics:

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Specific Responsibilities

For MDD to be useful to its many users, it is essential that the data in the system be accurate. To ensure accuracy and completeness, work center and shift supervisors are responsible for reviewing (on a daily basis) the data entered into the system by personnel under their control. The performing work center supervisor is responsible for ensuring the validity of the data submitted. This means that the supervisor must ensure that the data describes what actually took place and the entries are documented according to the rules outlined in TO 00-20-2.

The Flight Commander/Flight Chief or AMU Officer in Charge

(OIC)/Superintendent (The AMS AMU OIC/Superintendent and Aircraft Support Flight (ASF) OIC/Superintendent perform the same functions as the AMXS AMU OIC/Superintendent and ASF OIC/Superintendent.) **will:**

Ensure aircraft and equipment forms and MIS documentation are completed, accurate and accomplished for each shift. Ensure aircraft/equipment status is accurately reflected in both the maintenance forms and the MIS. The information entered into the MIS must match the content of aircraft forms.

The Section NCOIC/Chief will:

Ensure aircraft and equipment forms and MIS documentation are completed, accurate and accomplished for each shift. Ensure aircraft/equipment status is accurately reflected in both the maintenance forms and the MIS.

Review and correct as needed the work center's events in the MIS on a daily basis (G081 screen 8070-Work Center Discrepancy List, 9129A-Shop Repair Cycle Assets, 67033-SE Discrepancy Listing) to monitor scheduled and deferred events. Close, reschedule, or defer all events beyond their scheduled start date and time.

Review transcribed AFTO 781-series IMTs/forms, work center MIS data entries for the previous day, and all preceding non-duty days, for job accuracy and completeness (G081 Screen 67137, Discrepancies Opened/Closed Previous Day or 67117 Discrepancy Search and Print Program).

Production Superintendent (Pro Super) and Flightline Expeditor will:

Ensure aircraft and equipment forms and MIS documentation are completed, accurate and accomplished. Ensure aircraft status is accurately reflected in both the maintenance forms and the MIS.

Maintenance Management Analysis (MMA) Section

Verify accuracy of the job data documentation (JDD) subsystem of MIS. Validate data entered into MIS as part of daily analysis duties and informs affected agencies of discrepancies. MMA will identify erroneous or missing data to the responsible agency for correction or completion. MMA will not correct or enter data into the MIS. This is not considered part of the Data Integrity Team process.

Maintenance Operations Center

The MOC verifies aircraft status and ETICS using the MIS before reporting it. For aircraft broke off station where no MIS capability exists, the home station MOC will input discrepancies in the MIS and close them out when the aircraft returns to mission capable status (except when 618 TACC/XOCL tasks another wing to provide maintenance support.)

Ensure the deploy indicator is updated using G081 screen 9141 when aircraft are deployed.

AMS MOC will only track status of MAF aircraft on AMC missions. All en routes and forward deployed locations that have MIS connectivity will ensure status of all AMC aircraft on station is updated. For MAF aircraft at all AMC locations that have G081, the local MOC will make all necessary inputs in G081 to reflect current status, discrepancy, parts, ETIC, etc. When the home station MOC is informed the aircraft is returned to mission capable status, they will close out the discrepancy(s) and reflect the appropriate status in G081.

MOC will create all CANN jobs in the MIS.

MOC will open and close work orders, to include assigning JCNs. MOC will close out jobs before flight upon notification of job compliance from maintenance.

MDD Deployment Issues

Deployed personnel will have an adequate number of Personal Computer (PC) or laptop computers to support the anticipated data entry requirements at the deployed site. All computers must be internet capable & have the Citrix Web Client installed to allow access to G081.

MMA on Deployment

Analysis or G081 personnel on deployments are responsible for establishing a connection to the G081 database through local area network or a dial up connection. When maintenance analysts are not deployed, deployed commanders will designate an individual or activity to perform analysis functions. It is vital that a connection to the G081 database be established before beginning flying operations. An option when deploying to a location without communication is to request an IMARST kit through 618 TACC/XOCL. Deployed MDSA personnel will also ensure that aircraft status and discrepancy data is entered at the deployed location. Ensure the deploy indicator is updated using G081 screen 9141 when aircraft are deployed. Analysis/G081 personnel's primary responsibility is to ensure connection to the G081 database, provide statistical analysis, and ensure maintenance and flying data are captured during the unit deployment.

Deployed analysts/G081 managers need to have the capability to reset passwords, change L terms, and perform routine administrative functions. This capability is necessary to ensure proper support to deployed maintenance personnel. The onsite G081 Manager must annotate and resolve all G081 system problems pertaining to

aircraft status reporting and MDC reporting. Problems beyond their capabilities will be reported to home station and HQ AMC/A4PI.

Data collection forms need to be accessible to deployed maintenance personnel. Ensure blank copies (printed or electronic format) of necessary screens are available for debrief (Programs 9050 and 9020), status (Programs 9018 and 9026), MDD (Program 9099), blank aircraft forms, and other MDD forms (e.g. 781 series etc.).

Data Integrity Team (DIT)

Data Integrity Team (DIT). All units will establish a DIT. The purposes of the DIT include: (1) ensuring the unit has complete and accurate data in the MIS and aircraft forms, (2) identifying and quantifying problems within the unit preventing complete and accurate documentation, and, (3) identifying and correcting the root causes for poor data integrity. The DIT is established to evaluate/isolate/eliminate documentation problems in IMDS-CDB/G081. MMA is the OPR for the team, but is not responsible for correcting errors. The DIT will include at least one representative from each squadron that repairs aircraft. It will include participation from PS&D, MOC, MSL/LRS, EM, debrief, and QA on an as needed basis, as determined by analysis. Lead Command will determine the frequency of DIT meetings. Representatives will be at least 5-levels and familiar with the unit's assigned weapon system(s).

Ensure MIS accurately reflects AFTO Form/IMT 781 entries. A minimum of one aircraft per flying squadron, per week will be checked. Rotate selected tail numbers to ensure all aircraft's forms are reviewed at least once each year. For the selected aircraft, 100% of the previous weeks IMT-AFTO form 781As will be reviewed against MIS. When the two differ, the responsible work center will be charged with an error and have it included in the error rate. Records checks do not cover this requirement.

Run maintenance action review background reports for all work accomplished by squadron and work center.

Audit the report by JCN/WES to verify the corrective action narratives match the action taken codes used and the WUC utilized most accurately identifies the affected system. Identify suspected errors on the report by circling or marking on the report and give report to appropriate squadron for corrections. Identify and count the documentation errors. Use of automated processes is authorized.

Develop a system to track the number of errors by work center and squadron. Establish a five day suspense to correct errors and report back to the DIT.

Maintain cumulative uncorrected and corrected error rate databases. Analyze the error rate data and prepare reports of rates and identify where errors are occurring. Error rates and causes will be briefed to the MXG/CC monthly. Do not limit the scope of DIT to MDD.

MDD Support

To review documentation use:

- Program 8063, Closed Aircraft Jobs Without MDC
- Program 8070, Discrepancy Report
- Run a Program 67117 (Aircraft Discrepancy Search/Print Program) Batch Report for all aircraft or a Program 8070 (Closed Aircraft Discrepancies) by aircraft tail number to monitor closed jobs and ensure accurate data entry.
- Ensure a daily Program 67117 Batch Job for all aircraft or a Program 8070 (Discrepancy Report) by aircraft tail number is run each day in order for Section and Shift Chiefs to monitor closed jobs for accurate data entry. All discrepancies to MDD will be corrected daily.
- Program 67147, Status JCN and MDC Report – Retrieves data for all aircraft status records and then displays the applicable MDC data for the given status record. This is a good tool to validate MDC recorded against status jobs.
- Global Reach Reports-Data Integrity- [Status vs MDC WUC/REFDES Mismatch Report](#)
This report depicts the records for the last 7 days where the Work Unit Code/Reference Designator on the status record does not match the same on the Job/JDD record. It will optionally list those records where the status is closed but the job does not yet have MDC/MDD.
- Program 67175, In-Shop Repair Report – Provides a list of off-equipment discrepancies (350 tags) for each maintenance work center in squadron sequence.

To check for errors/data integrity use:

- Program 67117 for On-Equipment Aircraft Discrepancies
- Program 67033 for Off Wing Engine and AGE Data (Non Aircraft) Discrepancies
- Program 67175 for Off-Equipment Discrepancies
- Program 67147 for Aircraft Status/MDC Records Verification
- Program 67051 for Supply/Cannibalization Verification

To correct errors use:

- Program 9056 (MDC Correction Action – Inquiry/Update/Delete) to correct MDD errors found. Contact host Data Base Manager (DBM) for assistance
- Program 9026 (Status Correction (other than current date) or 9026B to correct aircraft status errors found in G081 (Current Status should be updated via Program 9018 (Aircraft Arrival and Departure.)

Codes and Entries Used in MDD

Type Maintenance Code (TMC)

The TMC consists of one character and is used to identify the type of work that was accomplished, such as scheduled or unscheduled maintenance. TMCs are contained in T.O. 00-20-2, Appendix F, and Reliability and Maintainability Information System (REMIS) push down tables. Special inspections, -04 series support general WUCs, and maintenance performed during a Special Inspection will be documented using TMC "S" (Special Inspection), excluding transient maintenance.

Component Position

The Component Position is a one-digit numerical character which is used to identify the position of the installed engine, engine related item, or egress item. An entry is required when installing or performing maintenance on an installed engine or engine component. Engine Work Unit Codes (WUC) are those which begin with 21, 22, 23, 24, 25, 26, 27, 28, or 29. Valid component position entries for egress items are 0 thru 8. If the engine or engine related part is not directly tied to a specific engine position, the entry will be zero (0).

Work Unit Code (WUC) /Reference Designator (REF DES) (C-17 Only)

A WUC consists of five characters and a REF DES consists of ten characters. They are designed as quick reference numbers to identify system, subsystem, and component relationships within end items, and are used to identify maintenance requirements, or maintenance accomplished. WUC/REF DES provide a standard method of sorting maintenance data and of summarizing different levels of detail that is not applicable to all types of equipment. They also provide the capability to use the data in maintenance or engineering programs by multiple, individual and subsystems, or components within each weapon or support system, or by end item of equipment. This capability is also used to assess corrective action. When combined with the Standard Reporting Designator (SRD), a highly flexible and informative data retrieval capability is available, and is utilized at all levels of management. These codes are published in tables for each reportable weapon and support system, and by type of equipment for selected ground Comprehensive Engine Management (CEM), trainers, Support Equipment (SE) and/or Aerospace Ground Equipment (AGE), munitions, Test Measurement and Diagnostic Equipment (TMDE), and shop work.

Individual Major Commands (MAJCOM) have the option of using a limited number of WUCs assigned in a special category to identify tasks of a general nature, such as equipment servicing, cleaning, inspection, storage, ground safety, record keeping, weapons handling, and repetitive shop tasks. Although they are WUCs, they are identified as "support general codes." Alpha characters I and O are not used in WUCs to prevent confusion with the numerical characters "one" and "zero."

The first two characters of the WUCs for aircraft, ground radar, and missiles are standard system codes tailored to each type of equipment. The system codes identify functional systems such as the flight control system, radar antenna system, or launch control system. The third and fourth characters of the WUC identify subsystems or major assemblies as applicable. The fifth character normally identifies reparable items, however, there are limited exceptions where codes are assigned for non-reparable

critical parts and structural members. A WUC specifies a function, while a Part Number specifies an item.

The first two characters of support general codes are standard in all WUC tables and identify categories of work such as cleaning, servicing, or special inspections. The first character is always "0" (zero). The last three positions of the support general codes for scheduled (03) and special (04) inspections identify the inspection category or type inspection.

The WUC in combination with an Action Taken Code (ATC) is used to describe a "unit of work." An entry of one or more units completed must also be made to record a completed action. An example of a unit of work would be removal and replacement of an antenna. It would be documented with a WUC for the antenna, with an ATC for removed and replaced, and a Unit count of one. The WUC tables are prepared through the Air Force Materiel Command (AFMC) acquisition procedures and are delivered concurrently with new equipment. They are published in the applicable weapon or support system series, or in a general equipment series. For selected types of equipment, AFMC acquires an equipment list and is responsible for assigning the WUCs. For all equipment, AFMC is responsible for coordinating with the commands to validate coding requirements and for maintaining the currency of WUC tables. WUCs are prepared in accordance with military specifications in accordance with the most current version of MIL-PRF-38769D (USAF).

The System Support Manager (SSM) is responsible for development of WUC tables and/or manuals. Use of the SRD or Identification (ID) number of the equipment on which work was accomplished will identify the data as pertaining to this equipment regardless of the WUC table used. All systems with up channel reportable MDD will have a WUC table in REMIS and will be used in preference to the WUC manuals.

When work that cannot be related to an individual subsystem is performed on an entire functional system, or when the work cannot be related to an individual component is performed on a subsystem, the appropriate system or subsystem code must be used, respectively. Supervisors must ensure system codes are used only when the work cannot be identified to an individual system, or in the case of subsystem, to a component.

The listing of **9** in the fifth position or a **99** in the fourth and fifth positions of the WUC indicates the item on which work was performed is Not Otherwise Coded (NOC). A NOC entry would relate to the subsystem, and will be used only when a component of the subsystem or item on which work is required is not work unit coded. Work performed on non-coded items that attach to a coded assembly, such as fittings or clamps, will be recorded using the WUC for the coded assembly.

The S-, C-, T-, and/or W- coded items in the WUC tables and references to these WUCs in this guide, pertain to items designated as serially-controlled, configuration controlled, time changed, or warranted.

Reference Designator (REF DES) (C-17 Only)

Some Maintenance Management Information Systems (MMIS) may use REF DES in place of a WUC. The REF DES is alphanumeric and may vary in length up to 15 positions (C-17 currently uses 10 positions). Use of the REF DES is limited at this time, but is expected to increase in future weapon systems.

REF/DES Construction

- 1 – 4 System.
- 5 – 6 Subsystem.
- 7 – 9 Line Replaceable Unit (LRU) Location.
- 10 – Shop Replaceable Unit (SRU).

Action Taken Code (ATC)

The ATC consists of one character and is used to identify the maintenance action that was taken, such as the removal and replacement of a component. ATCs are standard for all equipment. Complete lists of authorized ATCs are contained in T.O. 00-20-2, Appendix E and REMIS pushdown tables.

The ATCs will always identify the action taken to correct a deficiency, or the action performed on the item identified by the WUC/REF DES. Codes **A**, **B**, and **C** will be used only during bench check action. The bench check codes may be used for reporting partial bench check completion provided that a 0 (zero) is recorded for units completed. Codes **1** through **9** and **D** can be used either during a bench check or during subsequent shop processing. Code **F** and other ATCs that are authorized for off-equipment work will be used when shop repairs are accomplished after reporting a **C** ATC at the time of bench check.

ATC **G** (repairs and/or replacement of minor parts, hardware, etc.) will only be used when specific item being repaired or replaced does not have a WUC/REF DES. When ATC **G** is used, the WUC/REF DES will be that of the next higher or most directly related assembly to the part being repaired or replaced. For example, if a retaining clamp on a hose is being replaced and the clamp is not work unit coded, enter the WUC/REF DES of the hose. If the hose has no WUC/REF DES, then enter the WUC/REF DES of the item to which the hose is connected. Use the first WUC/REF DES you encounter when following this “next higher assembly chain” upward from the repaired or replaced item; do not skip over any WUC/REF DES related to the repaired or replaced item. In the cited example, do not enter the WUC/REF DES of the item the hose is connected to if the hose itself has a WUC/REF DES. When using ATC **G**, never use a NOC WUC.

On-equipment work, ATC **H** (equipment checked - no repair required) will be used only when an inspection or operational check reveals that the reported discrepancy does not exist or cannot be duplicated, or when the apparent malfunction of an item is attributed to a failure of associated equipment. If the discrepancy does not exist or cannot be duplicated, How Malfunctioned Code (HMC) **799** (no defect) will be used instead of a code which describes the reported discrepancy. HMC **812** (no defect-indicated defect caused by associated equipment malfunction) will be used when the apparent malfunction of an item is attributed to a failure of associated equipment.

- **Code 1** will be used only when the repairs required to make the item serviceable are specifically prohibited in T.Os. containing base-level repair restrictions (T.O. 00-20-3, Maintenance Processing of Repairable Property and the Repair Cycle Asset Control System).
- **Code 2** will be used when repair is authorized but cannot be accomplished due to lack of equipment, tools, skills, or facilities. This code may be used when authority has not been granted to obtain necessary tools or test equipment. However, the lack of tools and test equipment will not take precedence over Not Repairable This Station (NRTS) Code 1 lack of authority to perform repairs, when base repair is specifically prohibited.
- **Code 8** will be used when items that are authorized for base-level repair are directed to be returned to depot facilities by specific authority from the Item Manager (IM) or System Manager (SM). Items that are forwarded to a depot facility under this code will be shipped complete with all recoverable parts and subassemblies that constitute a complete assembly, unless shipment of the assembly without all parts and subassemblies has been specifically authorized in writing (T.O. 00-20-3, Maintenance Processing of Repairable Property and the Repair Cycle Asset Control System). Off-equipment work centers must use ATC **E, P, Q, R, S,** and **T** to identify major removal and replacements of items. Note that on-line users should ensure accuracy of these inputs because once entered, no corrections can be done toward any of the codes on the Daily Removal Rate (DRR) line.

When a determination is made that an item requires a Deficiency Report (DR), refer to T.O. 00-35D-54, USAF Deficiency Reporting and Investigating System for instructions on handling of DR exhibits. If repair is not authorized, MDD will be closed out with an ATC **C**. If the item is to be shipped as a DR exhibit, MDD will be completed using Action Taken NRTS Code **8**.

When Discovered Code (WDC)

The WDC consists of one character and is used to identify when a defect or maintenance requirement was discovered. WDCs are contained in T.O. 00-20-2, Appendix H, and REMIS push down tables. Individual WDCs may have more than one application; and for all discrepancies, the WDC assigned when the discrepancy was first discovered will be used for all subsequent repair actions. WDCs are controlled by HQ AFMC/A4UE.

When the discrepancy is discovered during a depot-level overhaul, the on-equipment record will use WDC **S**.

If the item under repair came from another location, use the WDC recorded on the AFTO Form 350 or automated equivalent (Program 9128).

How Malfunctioned Code (HMC)

The HMC consists of three characters and is used to identify the nature of the defect and not the cause of the discrepancy. To provide maximum utility, these codes are also used to report accomplishment of Time Compliance Technical Order (TCTO) actions, or to show certain actions that can occur on items when neither a failure nor a defect existed. HMCs are contained in T.O. 00-20-2, Appendix G, and REMIS push down tables. HMCs are controlled by HQ AFMC/A4UE.

Note: Due to the nature of support general type work, the recording of action taken, when discovered, and how malfunctioned are not required with support general WUCs. The HMCs are designed to identify the nature of the defect and **NOT** the cause of the discrepancy that existed on the system, subsystem, or component identified in the WUC/REF DES field in Program 9099.

The number of HMCs is maintained at a minimum to simplify reporting. The codes do not, therefore, specifically describe all conditions that may be encountered during maintenance. If there is not a specific HMC that describes the condition, the code that most nearly identifies the nature of the defect will be recorded in the HMC column.

The listing of HMCs also contains some no defect codes to identify certain actions that can occur on items when a failure has not occurred, a defect does not exist, or to report accomplishment TCTO actions.

A single HMC will be used on the maintenance record to report failure or malfunction of an item. If more than one defect exists on the same work unit coded item at the same time, only the most predominant defect will be reported against the item. Other defects will be corrected at the same time, and man-hour expenditures for all work required will be reported on the line entry pertaining to the predominant failure or malfunction. This rule does not apply when defects are discovered on other work unit coded items within the same system or subsystem. In these cases, separate line entries will be made on the maintenance record to identify these defects.

HMC **553** (does not meet specification, drawing, or other conformance requirements) will be used to identify improper manufacture or overhaul of components or parts that have been issued from supply stock. This code will not be used in conjunction with the reporting of repair actions on failed items. This code is only used with WDC **Y** (upon receipt or withdrawal from supply stocks).

HMCs **242** (failed to operate) and **374** (internal failure) can only be used with ATCs **1** through **9** and **C** and **D**. The use of **242** and **374** with any other ATC in off-equipment documentation will be rejected as an error.

HMC **800** (no defect-component removed and/or reinstalled to facilitate other maintenance) will be used whenever a job involves removal and/or reinstallation of a WUC component to gain access to an item or area. The removal and/or replacement of separately WUC access panels or subassemblies that are related to the repair action will be treated as part of the repair action.

Units

The Units entry permits the identification of completed maintenance actions and actions that were in progress but not completed or actions in which a work center participated but was not the work center assigned primary responsibility for completion of the action. One of the following must be met for a Unit produced: Completion of a TCTO or completion of the Look Portion of a Phase or Inspection. When documenting a time change, unscheduled maintenance action, or scheduled Fix Phase action when a new AT is to be used, and the last action have been completed.

A Unit entry of 1 (one) will be documented when a completion action is to be reported. The Unit entry identifies the number of times the AT was performed on the item or the number of times the support general action was performed. When a bench check is deferred for Awaiting Parts (AWP), it will be reported as a completed maintenance action. For job flow packages, TCTOs, and Class II Mods, the prime work center will document a Unit entry of 1 or more to report completion of all actions that make up the package. All other work centers will document "0" (zero) units to indicate partial job completion. Package maintenance documentation procedures may be applied for periodic, phase or other inspections, TCTO compliance, and special inspections. This paragraph is not applicable to depots.

A Unit entry of more than one in the Unit field of Program 9099 indicates the number of times that the AT was performed on the item identified in the WUC field of Program 9099 or the number of times the support general action identified in the WUC field was performed. An entry of "0" (zero) in this field indicates that the work center identified did not have primary responsibility for completion of the maintenance action or that the action stopped prior to completion.

When a line entry is closed out for work stoppage, Crew Size change or Category of Labor Change, the appropriate ATC and "00" Units will be entered to record the action. When that action is restarted, carry forward the same ATC until that maintenance action is complete, then document Units reflecting the number of times that action occurred. Do not begin another action until the first action has been completed. This paragraph is not applicable to depots.

Unit entries are limited to a two-digit number. If it is necessary to report more than 99 Units, an additional line entry will be used to reflect the additional Units completed. The documentation of Units in the Units field for TCTO actions requires special documentation procedures. The documentation of TCTO actions on an end item or on a commodity using HMC 793, 796, 797, 802, or 911 will always be documented with a units entry of "0" (zero). Documenting TCTO compliance action on an end item of equipment using HMC 798 and 801 will always require a Units entry of "01" (zero one).

Category of Labor

This data element is used to differentiate types of employee-hour expenditures. If all members of a maintenance crew are the same Category of Labor, only one entry is required. If more than one Category of Labor (military and civilian) is performing the same maintenance task, or if overtime employee-hours are expended, an entry is required to reflect each Category of Labor. Care must be taken in documenting the Crew Size and Units to prevent erroneous man-hour and Unit data. Reference T.O. 00-20-2, Appendix C.

Any employee-hours expended by an individual technician in excess of their normal duty shift (as reflected on the master work center, normally 8 hours) must be documented as overtime. In no case can an entry have an elapsed time (difference between Start and Stop Hours) greater than 10 hours for a maintenance action. The Category of Labor is not used at depot level.

Command and/or Activity Identification

All maintenance performed on transient aircraft and equipment with no local ID number assigned must have the two-position Command Code entered for the owning command for work unit coded items and for support general. The Command Code must also be used when reporting off-equipment maintenance using only the SRD code. When used as an activity identifier, a locally devised two-position code can be used to identify the following: special projects, tenant support, cross utilization training, or any other locally required purpose. Major Command Codes used for MDD are listed in T.O. 00-20-2, Appendix B.

Employee Number

The Employee Number serves to identify the individual who has completed a maintenance action. This Employee Number is unique and will be used for documenting maintenance actions.

When two or more individuals from the same work center are involved in a maintenance action, the Employee Number of the team supervisor or senior member should be used to record the action.

Start and Stop Time

The Start and Stop Time entries will always reflect the time expended by the individual or crew for the work described. The Start and Stop Time entries will be completed to close out the line entry for any delay or work stoppage which exceeds 15 minutes, and for Crew Size or Category of Labor changes. The Start and Stop Time entries, when considered with the Crew Size, produce the total employee-hours expended to accomplish the maintenance action. Start or Stop Times for midnight will be documented as "2400."

The documented time range of the Start and Stop Time toward a maintenance action, can only be used once on the same Julian date per employee number. Work centers using automated test equipment may document simultaneous maintenance actions to maximize test capabilities, personnel efficiency, and accurately record time for all tasks. A common problem among maintenance work centers is the erroneous documentation of NRTS actions. This documentation has identified in some cases, handling to and from supply as part of the NRTS time documented in G081. Time documented for NRTS action should consist only of the accomplishment of the bench check as applicable and the NRTS paperwork as long as the combined time does not exceed 10 hours. If the bench check exceeds 10 hours, document the first line entry as a bench check-repair deferred and follow up with the appropriate NRTS action.

Shifts are normally 8 hours, but may be up to 10 hours. This is a MAJCOM option.

Supervisors accomplishing direct labor will report the time expended. This is done to account for the cost of ownership and operation. It is also used to compute the "mean time to..." equations.

Start and Stop Times are not used at depot level. Depots report the total actual employee-hours required to complete the job. Depots will record the date the job was completed for configuration reporting.

Crew Size Entries

The one-digit Crew Size entry will always reflect the number of individuals from the same work center (same Category of Labor) that actually participated in the maintenance action during the period of time documented identifying the action. Participation is defined as, “expending direct labor accomplishing required maintenance.” A zero is used when it is necessary to document package reporting for completion of an inspection or when HMC 793, 796, 797, 802, and 911 are used for TCTO actions. When the Crew Size exceeds nine, an additional entry will be used to reflect the additional number of technicians. Depots do not use Crew Size. Refer to Start and Stop Time in the previous paragraph.

Compatibility Edits

Compatibility Edits are used to edit the maintenance records being input to any MDD system. The edits are used to maintain the accuracy of the data collected. Edits are also used to control exceptions to the normal data inputs. Compatibility Edits are listed in T.O. 00-20-2, Appendix D and are applicable to all automated MDD systems and manual collection when the automated system is not available.

MDD Policy Working Group Position Statement

- Future data systems need to be real or near real time from field to central databases. Correction capability must be available to the data inputters to correct databases.
- Electronic Technical Manuals (ETM) must be integrated with the integrated maintenance data systems. An electronic Illustrated Parts Breakdown (IPB) Manual should have all the necessary Part Numbers, Commercial and Government Entity (CAGE) Codes, and REF DES or WUCs in the same table to allow full capability to order parts and maintain approved configuration. Such a table should be able to update all data systems with only one input. The -4 T.O.s should be eliminated in future weapon systems.
- Job Guides, such as inspections, should be numerically standardized and be converted to tables in current and future weapon systems. This will eliminate work on the part of the field technician, and the need for that section of the -6 T.O.s.
- Depots and field data systems must be compatible so that information can freely be transferred from depot to field, from field units to other field units, and from field to depot.
- The MDD Policy Working Group (PWG) recommends the use of two dimensional bar coding where applicable. Industry standard data identifiers must be used to feed the AF data information systems. Contact memory buttons as currently being used by the Navy are acceptable as long as the data formats and identifiers meet the same industry standard.

Coordination of MDD Policy and Automated Systems

The process for Coordinating MDD Policy Changes to Automated Systems consists of the following:

- When the MDD PWG approves a change to documentation policy, the group, with the assistance of systems experts acting as consultants, will make an initial

determination of the impact on automated systems. If it is determined that the policy will drive a change to the automated systems, the group will sponsor the appropriate requirements documents [i.e., Operational Requirements Document (ORD) input, Computer System Requirement Document (CSRD), REMIS Applicant Program Requirements (RAPR)]. A letter detailing the policy change will be forwarded with the requirements document. Following the review of the requirement by the appropriate approval authority the group will take one of the following actions:

- As part of the requirements review process, automated systems requirements received from the field units are evaluated and the reviewing group will make a determination as to whether or not it impacts current documentation policy. Any recommendation with potential policy impact will be forwarded to the group in for review and to allow the development of the corresponding policy changes.
- If approved, the group will work with system specialists to ensure the effective date of the policy change corresponds with the software release dates. Approved policy changes that are to be incorporated in the future will be listed in an appendix to the pertinent directive. If not approved, the group will file the requirement along with all pertinent evaluation documents.

CHAPTER 2

Program 9099 Examples

Examples of Incorrect/Correct Program 9099 Entries

Introduction

Program 9099 is used in almost every MDD process. Information that is collected during the MDD process and input into program screen is essential to the effective and efficient *management of the MAF's aircraft fleet. Therefore, it is very important to collect accurate* and complete information so that the proper analysis of the data will result in the correct management decisions.

This Section

This section provides examples of Incorrect/Correct Program 9099 entries.

Where is it Located

The following table identifies the location of Incorrect/Correct examples.

Examples of Incorrect/Correct Program 9099 Entries	See Page
Incorrect Entry Example #1	19
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Program Functions

Program 9099 provides the ability to accept MDD data from maintenance shops and updates files. This is a very crucial program. Managers make decisions on the data entered via this program. If you have problems entering data contact the G081 Manager at your base for help.

Example

Following is an example of a Program 9099 screen. On the following pages are examples of incorrect and correct entries. Incorrect entry information has been added showing why the entries are incorrect, followed by the correct entry.

The screenshot shows a web browser window displaying the F9099 application. The browser title is "F9099 : Aircraft, Engine, AGE/SE, 350 Tag MDC Input - Internet Explorer provided by USAF". The address bar shows the URL: "https://webg081.csd.disa.mil/WebG081/Programs/F9099.aspx". The page header includes the Air Mobility Command logo, the text "Web CAMS-FM/G081 Air Mobility Command", and "Aircraft, Engine, AGE/SE, 350 Tag MDC Input F9099". It also indicates the user is logged in as "MAM0NEC" and provides a search box. A navigation menu contains "Program Listing", "Printers", "News", "Links", and "Help".

The main form area is divided into several sections:

- Search/Filter:** Fields for "ID/Serial No.", "JCN", "WES", "WUC/REFDES", and "Comp. Pos." with "Back WES" and "Next WES" buttons.
- OR:** Fields for "WKCTR", "350 Tag", "MDS", and "SRD".
- Discrepancy:** A large empty text area for reporting issues.
- Time/Date:** Fields for "Start Hour", "Stop Hour", and "Day".
- Employee/Insp:** Fields for "Emp#", "Emp Base/Loc", "Insp By Emp#", "Insp Base", "Lab Cat", "CMD", and "Sch. Code".
- Unit/Status:** Fields for "Unit" and "Crew Size".
- Corrective Action:** A text area for "Corrective Action" and a "TO Ref" field.
- AFTO 95:** A text area for "AFTO 95" and "Close Discrep?" buttons.
- Buttons:** "Submit" and "Clear" buttons at the bottom.

The status bar at the bottom shows "Zulu D: 297 T: 13:06:27", "Local D: 297 T: 08:06:27", "FOR OFFICIAL USE ONLY", and "© 2009-2012 Air Mobility Command". The browser status bar indicates "Trusted sites | Protected Mode: Off" and "100%".

Incorrect Entry Example #1

An incorrect entry is shown below.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Aircraft, Engine, AGE/SE, 350 Tag MDC Input' form. The form is titled 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and is for tag 'F9099'. The user is logged in as 'MAM0NEC'. The form contains several input fields and sections:

- Search:** A search box with a magnifying glass icon.
- Program Listing, Printers, News, Links, Help:** A navigation bar.
- Input Fields:** ID/Serial No., JCN, WES, WKCTR, 350 Tag, MDS, SRD, TM (B), AT (G), WD (F), HM (381), Unit (1), Crew Size (1), Start Hour (0800), Stop Hour (1300), Day (10/23/2012), Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, and Sch. Code.
- Discrepancy:** A text area containing the entry: 'Replaced cracked fitting on pressure gauge.' Below it are buttons for 'Close Discrep?', 'Pass', and 'Fail'.
- Corrective Action:** A text area containing the entry: 'Replaced cracked fitting on pressure gauge.' Below it is a 'TO Ref' field.
- Buttons:** 'Submit' and 'Clear' at the bottom left.
- Status Bar:** 'Ready...' at the bottom center.
- Footer:** 'Zulu D: 297 T: 18:10:04 Local D: 297 T: 13:10:04 FOR OFFICIAL USE ONLY © 2009-2012 Air Mobility Command'.

Why Entry Is Incorrect

All WUCs ending in **9** or **99** are Not Otherwise Coded (NOC) which means this WUC is not listed in the applicable -06 T.O. These WUCs are to be used only when a component which is repaired is not listed. However, work performed on non-coded items that are attached to a coded assembly such as fittings, clamps, nuts, bolts, and etc. will be recorded using the WUC for the coded assembly. **DO NOT** use a NOC WUC on minor bits and pieces. Use the WUC for the system/subsystem or item that the minor hardware (nuts, bolts, clamps, fittings) is attached to.

Correct Entry Example #1

In the corrected entry the WUC now reflects the next higher WUC assembly. The fitting was attached to the Pressure Gauge, so the proper WUC would be for the gauge. The ATC and HMC now reflect the proper repair and nature of the defect. (Replaced a minor part "G" because it was cracked--"105...loose, damaged, or missing.")

The screenshot shows the F9099 web application interface. The header includes the Air Mobility Command logo, the program name "F9099", and the user "MAM0NEC". The main form is divided into several sections:

- Search and Navigation:** Includes a search bar and links for Program Listing, Printers, News, Links, and Help.
- Input Fields:** Fields for ID/Serial No., JCN, WES, WKCTR, 350 Tag, MDS, SRD, WUC/REFDES (41AAE), TM (B), AT (G), WD (F), HM (105), Unit (27), Crew Size (1), Start Hour (0800), Stop Hour (1015), Day (10/23/2012), Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, and Sch. Code.
- Discrepancy:** A large empty text area for reporting discrepancies.
- Corrective Action:** A text area containing the entry: "Replaced cracked fitting on pressure gauge."
- AFTO 95:** A large empty text area for AFTO 95 reporting.
- Buttons:** Submit, Clear, Close Discrep?, Pass, and Fail.

The footer of the application displays the time in Zulu and Local (Zulu D: 297 T: 14:59:58, Local D: 297 T: 09:59:58), the text "FOR OFFICIAL USE ONLY", and the copyright notice "© 2009-2012 Air Mobility Command".

Incorrect Entry Example #2

Following is an incorrect entry.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Air Mobility Command' interface. The page title is 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and the user is logged in as 'MAM0NEC'. The main form contains several sections:

- Search and Navigation:** Includes a search bar and links for 'Program Listing', 'Printers', 'News', 'Links', and 'Help'.
- Identification Fields:** Fields for 'ID/Serial No.', 'JCN', 'WES', 'WUC/REFDES' (containing '3514MM001'), 'Comp. Pos.', and 'WUC Narrative'.
- OR Section:** Fields for 'WKCTR', '350 Tag', 'MDS', and 'SRD'.
- Operational Data:** Fields for 'TM' (B), 'AT' (L), 'WD' (F), 'HM' (105), 'Unit' (1), and 'Crew Size' (1).
- Time and Date:** Fields for 'Start Hour' (0800), 'Stop Hour' (1015), and 'Day' (10/23/2012).
- Administrative Fields:** Fields for 'Emp#', 'Emp Base/Loc', 'Insp By Emp#', 'Insp Base', 'Lab Cat', 'CMD', and 'Sch. Code'.
- Discrepancy Section:** A large text area for 'Discrepancy' and a 'Discrepancy' header.
- Corrective Action:** A text area containing 'Adjusted crew oxygen indicator.' and a 'TO Ref' field.
- AFTO 95:** A text area for 'AFTO 95' and buttons for 'Close Discrep?', 'Pass', and 'Fail'.
- Footer:** Includes 'Submit' and 'Clear' buttons, a status bar with 'Zulu D: 297 T: 13:28:19' and 'Local D: 297 T: 08:28:19', and the text 'FOR OFFICIAL USE ONLY' and '© 2009-2012 Air Mobility Command'.

Why Entry Is Incorrect

In this particular example, the REF DES being used is the actual "Crew Oxygen Indicator." An ATC L (adjust, bleed, rig, seat/reseat, etc.) is proper, however, a HMC of **105** involves "loose" for minor parts and hardware.

Correct Entry Example #2

The following is a correct entry.

The screenshot shows a web browser window with the URL <https://webg081.csd.disa.mil/WebG081/Programs/F9099.aspx>. The page title is "F9099 : Aircraft, Engine, AGE/SE, 350 Tag MDC Input". The user is logged in as MAM0NEC. The interface includes a search bar and a navigation menu with "Program Listing", "Printers", "News", "Links", and "Help".

The main form contains several sections:

- Search/Filter:** ID/Serial No., JCN, WES, Back WES, Next WES.
- OR:** WKCTR, 350 Tag, MDS, SRD.
- Discrepancy:** A large text area for entering the discrepancy.
- WUC/REFDES:** 3514MM001, Comp. Pos., WUC Narrative.
- Flight Data:** TM (B), AT (L), WD (C), HM (127), Unit (1), Crew Size (1).
- Time/Date:** Start Hour (0800), Stop Hour (1015), Day (10/23/2012).
- Employee/Location:** Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, Sch. Code.
- Corrective Action:** A text area containing "Adjusted crew oxygen indicator."
- AFTO 95:** A text area for AFTO 95.
- Buttons:** Submit, Clear, Close Discrep?, Pass, Fail.

The status bar at the bottom shows "Zulu D: 297 T: 15:02:26", "Local D: 297 T: 10:02:26", "FOR OFFICIAL USE ONLY", and "© 2009-2012 Air Mobility Command".

Why Entry is Correct

The proper code would be **127** (adjustment and alignment improper). Again, a HMC **105** is used only in conjunction with minor bits and pieces. In this example we were dealing with a REF DES end item. The WDC is also incorrect in this example. A WDC of **F** is "between flights – ground found," but we know it was an in-flight discrepancy as well as an air abort. The proper WDC for the above write-up is **C**.

Incorrect Entry Example #3

This is an example of an incorrect entry.

Why Entry is Incorrect

The above documentation states that the actual accumulator was replaced not the hose. Because the maintainer replaced the hose—a piece attached to the accumulator—and not the accumulator, an ATC **R** cannot be used. The ATC **R** is for WUC/REF DES end items or NOC WUC only.

Correct Entry Example #3

This is an example of a correct entry.

The screenshot shows a web application interface for 'Web CAMS-FM/G081 Air Mobility Command'. The main title is 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' with a sub-title 'F9099'. The user is logged in as 'MAM0NEC'. The interface contains several input fields and sections:

- Top Section:** Search bar, 'Program Listing', 'Printers', 'News', 'Links', 'Help'.
- Form Fields:**
 - ID/Serial No. (with a search icon)
 - JCN
 - WES (with 'Back WES' and 'Next WES' buttons)
 - WUC/REFDES: 46825
 - Comp. Pos. (dropdown)
 - WUC Narrative (text area)
 - TM: P
 - AT: G
 - WD: M
 - HM: 105
 - Unit: 1
 - Crew Size: 1
 - Start Hour: 0800
 - Stop Hour: 1015
 - Day: 10/23/2012
 - Emp#
 - Emp Base/Loc
 - Insp By Emp#
 - Insp Base
 - Lab Cat (dropdown)
 - CMD (dropdown)
 - Sch. Code
- Discrepancy Section:** A text area containing 'Removed and replaced hose.' Below it is a 'TO Ref' field.
- Bottom Section:** 'AFTO 95' text area, 'Close Discrep?' checkbox, 'Pass' and 'Fail' buttons.
- Footer:** 'Submit', 'Clear', 'Ready...' status bar, and 'FOR OFFICIAL USE ONLY'.

Why Entry is Correct

Since the hose is “minor bits and pieces,” the correct ATC would’ve been **G**. Now that the ATC has been changed to **G**, the HMC can no longer remain **020** because it must reflect that the item was connected to a higher assembly and that it was either “loose, damaged, torn, or missing hardware” (nuts, bolts, screws, clamps, hoses, fittings, etc.), the correct HMC would be **105**. In addition to the ATC and HMCs being in error, the TMC is incorrect as well. The WDC **M** tells us that this write-up was discovered in/during an ISO inspection. The discrepancy also reveals to us that this write-up is in some way associated with an inspection.... “WA4” means (work area #4). The proper TMC would be **P** (periodic, phased, or major inspection “ISO”).

Incorrect Entry Example #4

This is an example of an incorrect entry.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Aircraft, Engine, AGE/SE, 350 Tag MDC Input' form. The form is titled 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and is for tag 'F9099'. It is logged in as 'MAM0NEC'. The form contains several sections:

- Identification:** ID/Serial No., JCN, WES, WKCTR, 350 Tag, MDS, SRD.
- Engine/Tag Info:** WUC/REFDES (51214), Comp. Pos., WUC Narrative, TM (B), AT (R), WD (D), HM (799), Unit (1), Crew Size (1).
- Time/Date:** Start Hour (0800), Stop Hour (1015), Day (10/23/2012).
- Personnel:** Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, Sch. Code.
- Discrepancy:** A large empty text area for reporting issues.
- Corrective Action:** A text area containing 'Removed and replaced clock.'
- AFTO 95:** A text area for additional notes.
- Buttons:** Submit, Clear, Close Discrep?, Pass, Fail.

The status bar at the bottom shows 'Zulu D: 297 T: 13:34:31', 'Local D: 297 T: 08:34:31', and 'FOR OFFICIAL USE ONLY'. The copyright notice is '© 2009-2012 Air Mobility Command'.

Why Entry is Incorrect

HMC **799** indicates NO DEFECT. The corrective action indicates they replaced a clock. If you replace the clock, you would have a defect ... (INOP). Since the WUC is the actual clock then an ATC **R** is appropriate.

Correct Entry Example #4

This is a correct entry.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Air Mobility Command' interface. The page title is 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and the user is logged in as 'MAM0NEC'. The form is titled 'F9099' and contains the following fields and sections:

- Identification:** ID/Serial No., JCN, WES, WUC/REFDES (51214), Comp. Pos., WUC Narrative.
- OR:** WKCTR, 350 Tag, MDS, SRD.
- Discrepancy:** A large text area for reporting discrepancies.
- Time and Date:** Start Hour (0800), Stop Hour (1015), Day (10/23/2012).
- Personnel:** Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, Sch. Code.
- Operational Data:** TM (B), AT (R), WD (B), HM (242), Unit (1), Crew Size (1).
- Corrective Action:** A text area containing 'Removed and replaced clock.' and a 'TO Ref' field.
- AFTO 95:** A text area for AFTO 95 reporting.
- Buttons:** Submit, Clear, Close Discrep?, Pass, Fail.

The status bar at the bottom shows 'Zulu D: 297 T: 13:35:22', 'Local D: 297 T: 08:35:22', 'FOR OFFICIAL USE ONLY', and '© 2009-2012 Air Mobility Command'.

Why Entry is Correct

The HMC **242** now indicates that the clock failed to operate and the reason for the failure was unknown. If you knew the reason for the failure then you would use an appropriate HMC. The WDC should be a **B** (before flight no abort) or **J** (preflight or combined preflight/postflight inspection).

Incorrect Entry Example #5

This is example of an incorrect entry.

The screenshot shows a web application interface for aircraft maintenance data entry. The page title is "Web CAMS-FM/G081 Air Mobility Command". The main content area contains several input fields and sections. The "Discrepancy" section is empty. The "Corrective Action" section contains the text "Replaced missing panel." The "AFTO 95" section is empty. The "Close Discrep?" checkbox is checked. The "Submit" button is highlighted.

Why Entry is Incorrect

The HMC states that the panel was missing which is correct. However the ATC of **R** states that the panel was **REMOVED** and **REPLACED**. This was not the case. The panel was already missing, therefore only a new one needs to be installed, there's nothing to remove.

Correct Entry Example #5

This is a correct entry.

The screenshot shows a web browser window with the URL <https://webg081.csd.disa.mil/WebG081/Programs/F9099.aspx>. The page title is "Web CAMS-FM/G081 Air Mobility Command". The user is logged in as "MAM0NEC::Sign Out". The page displays a form for entering a discrepancy for aircraft "F9099".

The form includes the following fields and sections:

- Header:** "Web CAMS-FM/G081 Air Mobility Command", "Aircraft, Engine, AGE/SE, 350 Tag MDC Input", "F9099", "Logged in as MAM0NEC::Sign Out", and a search box.
- Navigation:** "Program Listing", "Printers", "News", "Links", "Help".
- Input Fields:** "ID/Serial No.", "JCN", "WES", "WKCTR", "350 Tag", "MDS", "SRD", "WUC/REFDES" (11667), "Comp. Pos.", "WUC Narrative", "TM" (B), "AT" (Q), "WD" (B), "HM" (750), "Unit" (1), "Crew Size" (1), "Start Hour" (0800), "Stop Hour" (1015), "Day" (10/23/2012), "Emp#", "Emp Base/Loc", "Insp By Emp#", "Insp Base", "Lab Cat", "CMD", "Sch. Code".
- Discrepancy Section:** "Discrepancy" (empty text area), "Corrective Action" (Replaced missing panel.), "AFTO 95" (empty text area), "TO Ref" (empty text area), "Close Discrep?" (checkbox), "Pass", "Fail".
- Buttons:** "Submit", "Clear", "Ready..." (status bar).
- Footer:** "Zulu D: 297 T: 15:09:43", "Local D: 297 T: 10:09:43", "FOR OFFICIAL USE ONLY", "© 2009-2012 Air Mobility Command", "Trusted sites | Protected Mode: Off", "100%".

Why Entry is Correct

The proper ATC would be a **Q** (installed). The WDC states that the discrepancy was discovered in-flight no abort, when in actuality this discrepancy was discovered before flight. The WDC should be a **B** (before flight-no-abort) or **J** (preflight/postflight inspection). HMC **750** (Missing) was used instead of HMC **799** (No Defect) because there was no ATC **P** (Removed) used, which made the ATC **Q** a floater in the system (ATC **Q** used with no ATC **P**). The panel was missing when noticed during preflight. It was never documented as removed.

Incorrect Entry Example #6

This is an example of an incorrect entry.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Aircraft, Engine, AGE/SE, 350 Tag MDC Input' form. The form is titled 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and is for aircraft 'F9099'. The user is logged in as 'MAM0NEC'. The form contains several sections:

- Identification:** ID/Serial No., JCN, WES, WKCTR, 350 Tag, MDS, SRD.
- Discrepancy:** A large text area for reporting discrepancies.
- WUC/REFDES:** 52410, Comp. Pos., WUC Narrative.
- Maintenance Action:** TM (B), AT (R), WD (F), HM (799), Unit (1), Crew Size (1).
- Time and Date:** Start Hour (0800), Stop Hour (1015), Day (10/23/2012).
- Emp# and Base:** Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, Sch. Code.
- Corrective Action:** N-1 compass reinstalled after troubleshooting.
- AFTO 95:** AFTO 95.
- Buttons:** Submit, Clear, Close Discrep?, Pass, Fail.

The status bar at the bottom shows 'Zulu D: 297 T: 15:11:23', 'Local D: 297 T: 10:11:23', and 'FOR OFFICIAL USE ONLY'. The footer also includes '© 2009-2012 Air Mobility Command' and 'Trusted sites | Protected Mode: Off'.

Why Entry is Incorrect

First of all this maintenance action was performed to Facilitate Other Maintenance (FOM) on another aircraft. Even though there was nothing wrong with the component being removed, the HMC of **799** is incorrect. The HMC of **800** (no defect – removed and reinstalled to Facilitate Other Maintenance) is the proper code. The ATC of **R** is also incorrect. The component was reinstalled and not replaced.

Note: There are actually two methods to document the above event. These methods are identified on the next page.

Correct Entry Example #6

These are the correct entries. Method #1: ATC **S**, or Method #2: **P** and **Q**.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Air Mobility Command' interface. The page title is 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and the user is logged in as 'MAM0NEC'. The form contains the following fields and sections:

- Header:** Web CAMS-FM/G081 Air Mobility Command, Aircraft, Engine, AGE/SE, 350 Tag MDC Input, F9099, Logged in as MAM0NEC, Sign Out, Search.
- Navigation:** Program Listing, Printers, News, Links, Help.
- Form Fields:**
 - ID/Serial No. (text box)
 - JCN (text box)
 - WES (text box)
 - Back WES (button), Next WES (button)
 - OR (text)
 - WKCTR (text box)
 - 350 Tag (text box)
 - MDS (text box)
 - SRD (text box)
 - Discrepancy (text area)
 - WUC/REFDES: 52410 (text box)
 - Comp. Pos. (dropdown)
 - WUC Narrative (text area)
 - TM: B (text box)
 - AT: S (text box)
 - WD: F (text box)
 - HM: 800 (text box)
 - Unit: 1 (text box)
 - Crew Size: 1 (text box)
 - Start Hour: 0800 (text box)
 - Stop Hour: 1015 (text box)
 - Day: 10/23/2012 (calendar)
 - Emp# (text box)
 - Emp Base/Loc (text box)
 - Insp By Emp# (text box)
 - Insp Base (text box)
 - Lab Cat (dropdown)
 - CMD (dropdown)
 - Sch. Code (text box)
- Corrective Action:** N-1 compass reinstalled after troubleshooting.
- AFTO 95:** (text area)
- Buttons:** TO Ref (text box), Close Discrep? (checkbox), Pass (button), Fail (button), Submit (button), Clear (button).
- Status Bar:** Zulu D: 297 T: 13:39:46, Local D: 297 T: 08:39:46, FOR OFFICIAL USE ONLY, © 2009-2012 Air Mobility Command.

Why the Entries are Correct

Method #1 ATC of **S** (item is removed and same item is reinstalled) is preferred. If using option **S**, the only applicable HMC are (**800**, **804**, and **805**).

Method #2 ATC of **P** (removed when only this action is taken or reported) and **Q** (installed when this action is reported) require two separate entries to complete the process.

Incorrect Entry Example #7

This is an example of an incorrect entry.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Aircraft, Engine, AGE/SE, 350 Tag MDC Input' form. The form is titled 'F9099' and is logged in as 'MAM0NEC'. The form contains several sections:

- Header:** Web CAMS-FM/G081 Air Mobility Command, Aircraft, Engine, AGE/SE, 350 Tag MDC Input, F9099, Logged in as MAM0NEC-Sign Out.
- Navigation:** Program Listing, Printers, News, Links, Help.
- Search:** Search []
- Form Fields:**
 - ID/Serial No. []
 - JCN []
 - WES []
 - Back WES [] Next WES []
 - OR
 - WKCTR []
 - 350 Tag []
 - MDS []
 - SRD []
 - Discrepancy []
 - WUC/REFDES: 52AA0
 - Comp. Pos. []
 - WUC Narrative []
 - TM: B
 - AT: X
 - WD: D
 - HM: 799
 - Unit: 1
 - Crew Size: 1
 - Start Hour: 0800
 - Stop Hour: 1015
 - Day: 10/23/2012
 - Emp#: []
 - Emp Base/Loc: []
 - Insp By Emp#: []
 - Insp Base: []
 - Lab Cat: []
 - CMD: []
 - Sch. Code: []
- Corrective Action:** Ran system, could not duplicate (CND). Sys ops ok'd good IAW 11GA-3-1
- AFTO 95:** []
- Buttons:** Submit, Clear, Close Discrep?, Pass, Fail
- Footer:** Zulu D: 297 T: 13:41:25 Local D: 297 T: 08:41:25 FOR OFFICIAL USE ONLY © 2009-2012 Air Mobility Command

Why Entry is Incorrect

In the above example we have an in-flight discrepancy, as reflected in the WDC, that could not be duplicated on the ground. The ATC is incorrect, it should have been an **H**. An ATC **H** states, "it will only be used when an inspection or operational check (ran the system) reveals that the reported discrepancy does not exist or cannot be duplicated." We must keep in mind that an ATC **X** will also be used for on-equipment operational checks, however, it is only when they are not accomplished as part of the installation or repair action. In other words, they are accomplished **AFTER** them. We know from the above corrective action that there was no repair action or installation. If the corrective action had stated; "Ran system, Could Not Duplicate (CND), crew requests in-flight check" the following would be the proper procedure.

Correct Entry for Example #7

This is correct entry for Method #1.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Aircraft, Engine, AGE/SE, 350 Tag MDC Input' form. The form is titled 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and 'F9099'. It includes fields for ID/Serial No., JCN, WES, WKCTR, 350 Tag, MDS, SRD, Discrepancy, WUC/REFDES (52AA0), Comp. Pos., WUC Narrative, TM (B), AT (H), WD (D), HM (799), Unit (0), Crew Size (1), Start Hour (0800), Stop Hour (1015), Day (10/23/2012), Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, and Sch. Code. A 'Corrective Action' field contains the text: 'Ran system, could not duplicate (CND). Sys ops ok'd good IAW 11GA-3-1'. There are 'Submit' and 'Clear' buttons at the bottom left, and a 'Ready...' status bar at the bottom center. The footer includes 'Zulu D: 297 T: 13:42:09', 'Local D: 297 T: 08:42:09', 'FOR OFFICIAL USE ONLY', and '© 2009-2012 Air Mobility Command'.

Why Entry is Correct

As you can see, the first entry shows the initial operational check, which was performed on the ground. But because the crew had asked for an in-flight operational check no Units were taken.

Correct Entry Example #7 (Continued)

This is a correct entry for Method #2.

The screenshot displays the 'Web CAMS-FM/G081 Air Mobility Command' interface. The main title is 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' with the identifier 'F9099'. The user is logged in as 'MAM0NEC'. The form is divided into several sections:

- Search and Navigation:** Includes a search bar and links for 'Program Listing', 'Printers', 'News', 'Links', and 'Help'.
- Identification Fields:** ID/Serial No., JCN, WES, WUC/REFDES (52AA0), and 'Comp. Pos.'.
- Operational Data:** TM (B), AT (H), WD (D), HM (799), Unit (1), and Crew Size (1).
- Time and Date:** Start Hour (0800), Stop Hour (1015), and Day (10/23/2012).
- Personnel:** Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, and Sch. Code.
- Discrepancy Section:** A large text area containing the entry: 'Ran system, could not duplicate (CND). Sys ops ok'd good IAW 11GA-3-1'. Below it are 'Close Discrep?' (checkbox), 'Pass', and 'Fail' buttons.
- Corrective Action:** A section for documenting corrective measures.
- AFTO 95:** A section for recording AFTO 95 data.
- Footer:** Shows 'Zulu D: 297 T: 13:42:54', 'Local D: 297 T: 08:42:54', 'FOR OFFICIAL USE ONLY', and '© 2009-2012 Air Mobility Command'.

Why Entry is Correct

Provided the in-flight check was a CND, the maintainers would then take Units on the second line entry (same Job Control Number).

Note: If the in-flight check had failed then you would leave the first entry ATC **H** HMC **799** and Units **0,** and document the repair of the in-flight failure on the second and subsequent line entries, if needed.

Incorrect Entry Example #8

This is an example of an incorrect entry.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Aircraft, Engine, AGE/SE, 350 Tag MDC Input' form. The form is titled 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and is for entry F9099. It is logged in as MAM0NEC. The form contains several sections:

- Identification:** ID/Serial No., JCN, WES, WKCTR, 350 Tag, MDS, SRD.
- Discrepancy:** A large empty text area for describing the discrepancy.
- Operational Data:** WUC/REFDES (12GAK), Comp. Pos., WUC Narrative, TM (B), AT (R), WD (D), HM (381), Unit (1), Crew Size (1), Start Hour (0800), Stop Hour (1015), Day (10/23/2012).
- Personnel:** Emp#, Emp Base/Loc, Insp By Emp#, Insp Base, Lab Cat, CMD, Sch. Code.
- Corrective Action:** A text area containing 'Removed and replaced cracked air cylinder.'
- AFTO 95:** A text area for AFTO 95 information.

At the bottom of the form, there are 'Submit' and 'Clear' buttons, a status bar showing 'Ready...', and a footer with 'FOR OFFICIAL USE ONLY' and '© 2009-2012 Air Mobility Command'.

Why Entry is Incorrect

The above entry is incorrect because the HMC is in error. In the discrepancy we see that the Actuator System was leaking, however, the corrective action tells us the Air Cylinder was cracked. We know from earlier in this training guide that the HMC is supposed to be the “nature of the defect” (cracked), not the “cause of the discrepancy” (leaking).

Correct Entry Example #8

This is an example of a correct entry.

The screenshot displays the 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' form in Internet Explorer. The page title is 'Web CAMS-FM/G081 Air Mobility Command'. The user is logged in as MAM0NEC. The aircraft ID is F9099. The form contains the following fields and values:

- WUC/REFDES: 12GAK
- WUC Narrative: (Empty)
- TM: B
- AT: R
- WD: D
- HM: 190
- Unit: 1
- Crew Size: 1
- Start Hour: 0800
- Stop Hour: 1015
- Day: 10/23/2012
- Emp#: (Empty)
- Emp Base/Loc: (Empty)
- Insp By Emp#: (Empty)
- Insp Base: (Empty)
- Lab Cat: (Empty)
- CMD: (Empty)
- Sch. Code: (Empty)
- Discrepancy: (Empty)
- Corrective Action: Removed and replaced cracked air cylinder.
- AFTO 95: (Empty)
- Close Discrep?: (Empty)
- Pass/Fail: (Buttons)

The status bar at the bottom shows 'FOR OFFICIAL USE ONLY' and '© 2009-2012 Air Mobility Command'. The system clock indicates Zulu D: 297 T: 15:15:59 and Local D: 297 T: 10:15:59.

Why Entry is Correct

Now we see that the HMC reflects the nature of the defect-cracked **190**.

Incorrect Entry Example #9

This is an example of an incorrect entry.

The screenshot shows a web browser window with the URL <https://webg081.csd.disa.mil/WebG081/Programs/F9099.aspx>. The page title is "Web CAMS-FM/G081 Aircraft, Engine, AGE/SE, 350 Tag MDC Input". The user is logged in as MAM0NEC. The form contains the following fields and values:

- WUC/REFDES: 11660
- Comp. Pos.: [Dropdown]
- WUC Narrative: [Empty]
- TM: P
- AT: G
- WD: M
- HM: 105
- Unit: 1
- Crew Size: 1
- Start Hour: 0800
- Stop Hour: 1015
- Day: 10/23/2012
- Emp#: [Empty]
- Emp Base/Loc: [Dropdown]
- Insp By Emp#: [Empty]
- Insp Base: [Dropdown]
- Lab Cat: [Dropdown]
- CMD: [Dropdown]
- Sch. Code: [Empty]
- Corrective Action: Repaired cracked aft pin as required.
- AFTO 95: [Empty]
- Close Discrep?: [Empty]
- Pass/Fail: [Buttons]

Why Entry is Incorrect

In the above write-up we see that some repair **G** (repair and/or replacement) was done on some hardware **105** (loose, damaged, or missing) associated with the Left Wing Assembly **11660**. Actually, the Bottle Pin is a WUC'ed item, therefore the **G** and **105** are not valid, neither is the WUC of **11660**.

Correct Entry Example #9

This is a correct entry.

The screenshot shows a web browser window displaying the 'Web CAMS-FM/G081 Air Mobility Command' interface. The page title is 'Aircraft, Engine, AGE/SE, 350 Tag MDC Input' and the user is logged in as 'MAM0NEC'. The main content area contains several input fields and sections:

- WUC/REFDES:** 11660
- Comp. Pos.:** (dropdown menu)
- WUC Narrative:** (text area)
- TM:** P
- AT:** F
- WD:** M
- HM:** 190
- Unit:** 1
- Crew Size:** 1
- Start Hour:** 0800
- Stop Hour:** 1015
- Day:** 10/23/2012
- Emp#:** (input field)
- Emp Base/Loc:** (input field)
- Insp By Emp#:** (input field)
- Insp Base:** (input field)
- Lab Cat:** (dropdown menu)
- CMD:** (dropdown menu)
- Sch. Code:** (input field)

Below the main form, there are two sections:

- Corrective Action:** Repaired cracked aft pin as required.
- AFTO 95:** (text area)

At the bottom, there are buttons for 'Submit', 'Clear', and 'Close Discrep?' (with 'Pass' and 'Fail' options). The status bar at the bottom shows 'Zulu D: 297 T: 15:18:28', 'Local D: 297 T: 10:18:28', and 'FOR OFFICIAL USE ONLY'.

Why the Entry is Correct

The actual WUC for the Pin is **1166D**. Since the WUCed item was not replaced AT **R**, but merely repaired, the proper AT would be **F** (repair), and the correct HMC is 190. The ATC **F** says (not to be used to code "on-equipment" work if another code will apply). However, in the above entry, there is no other applicable codes available dealing with a WUC item that requires only a repair.

CHAPTER 3

Cannibalization Actions

Reporting Requirements for Cannibalization Actions

Cannibalization is used to meet priority mission requirements with an obligation to replace the removed item.

Contents

This section contains the following topics:

Topic	See Page
Definition	39
Documentation	40
Steps for Cannibalization	41

Definition

Cannibalization is the authorized removal of a specific assembly, subassembly, or part from one weapon system, support system or equipment end item for installation on another end item to satisfy an existing supply requisition. It is used to meet priority mission requirements with an obligation to replace the removed item.

Weapon system, support systems, or equipment end items include aircraft, missiles, drones, Unmanned Aerial Vehicles (UAV), uninstalled engines, uninstalled engine modules, aircrew and/or launch crew training devices, Civil Engineering (CE) equipment, AGE, TMDE, automatic test equipment, serviceable uninstalled Electronic Countermeasures (ECM) pods, and guns.

The following maintenance actions to obtain assemblies, subassemblies, or parts require cannibalization documentation:

- Cannibalization of assemblies, subassemblies, or parts for on-equipment repair. This includes in-shop exchange of engine components.
- Cannibalization of items to satisfy a Mission Impaired Capability Awaiting Parts (MICAP) condition for either on- or off-equipment repair. AWP status for off-equipment.
- Cannibalization of items to support deployment kits.

Note: When Time Change Items, serially controlled items, items affecting compliance of a TCTO, or other components with inspection requirements that align to specific hourly, calendar, or event limits are considered for CANN, the CANN Authority will coordinate with Plans Scheduling and Documentation (PS&D) or Engine Management (EM) to ensure adequate time remains on the item to justify the CANN and to ensure appropriate records are updated. If CANN occurs, the performing work center will update the MIS and notify PS&D or EM.

The following maintenance actions to obtain assemblies, subassemblies, or parts are considered transfers and will not be treated as cannibalization actions:

- Assemblies, subassemblies, or parts obtained from spare CE equipment, major assemblies, and Quick Engine Change (QEC) kits for off-equipment repair.
- When missions dictate installation of an item due out, released or issued for one weapon system, or end item to satisfy a higher priority requirement on another weapon system, system, or end item.

Cannibalization data provides information to logistics decision makers. It is used to evaluate supply and repair shortages. Cannibalization employee-hours are often used to help justify repair actions and spares procurement.

Cannibalizations from depot possessed weapon systems will not be accomplished without the written approval of the SM.

Documentation

When documenting a Cannibalization action, use the specific WUC/REF DES of the assembly, subassembly, or part that is being cannibalized. If the assembly, subassembly, or part being canned does not have a specific WUC/REF DES, the appropriate "NOC" WUC from the system and/or subsystem being worked will be used. When documenting a cannibalization, use a single JCN.

Note: If a part being cannibalized is reparable and does not have a specific WUC/REF DES and the NOC WUC is used, the technician will submit an AFTO Form 22, (Technical Manual Change Recommendation and Reply) requesting a WUC/REF DES be issued for the assembly, subassembly, or part.

ATC "T" will be used to document the removal of the serviceable item. This is a mandatory entry and will be documented as soon as practical after the removal action is completed.

ATC "U" will be used to document the installation of the serviceable item replacing the one canned. This is a mandatory entry and will be documented following completion of the installation.

ATC "X" will be used in conjunction with HMC 799 to document a canned job number that was issued and it was later determined that the canned action was not necessary. **DO NOT** use ATC T or U when clearing a job that was not a canned action.

Steps for Cannibalization

The following Steps for Program 9099 documentation to support Cannibalization actions are listed below:

Step	Action
1.	Maintenance control function initiates two (2) maintenance actions; one for removal, the other for replacement of cannibalized components.
2.	Document fields Job Control No, Work Center, **, ID/Serial No, (MDS - SRD when applicable), and columns TM, WUC/REF DES, ATC, WD, and HMC on both records.
3.	Document the removal records with a T ATC, HMC code of 799 or 875 for engines.
4.	Document the replacement record with a U ATC in column D, 799 or 875 for engines.
5.	Ensure that the cannibalization action is approved by the maintenance control supervisor or his designated representative(s). (For ICBM maintenance units, the Chief of Maintenance must approve cannibalization actions.)
Note: When a unit has geographically separated detachment, the chief of maintenance has the option to develop local procedures to ensure the reporting requirement outlined in Steps 3 and 4 are accomplished.	

CHAPTER 4

Aircraft Configuration

Aircraft Configuration Management

Aircraft Configuration Management provides unit managers the capability to determine the actual versus approved configuration of an aircraft. The intent of configuration management is to ensure selected serially controlled and/or Time Change Items are properly loaded to the MIS database. Of major concern are accurate, approved part numbers, quantity per assembly (QPA) and next higher assembly (NHA) items by WUC. PS&D has overall responsibility for the ACM subsystem of the MIS and will provide assistance to maintenance personnel. The performing work center supervisor and PS&D must conduct supervisory reviews of configuration change, TCTO, SI and TCI events using MIS on-line capabilities. Individual work centers accomplishing TCIs are responsible for changing configuration information in MIS.

Documenting MDC of Serially Controlled Items provides parts tracking capability of critical parts to facilitate life cycle management. Tracking is crucial to ensure the life-limit capability of airframe fracture critical (parts with little or no redundancy) and reliability critical parts is not exceeded. Tracking serially controlled parts provides data about specific items and item populations including data useful in:

- Creating operational and maintenance histories for the life of the items.
- Providing information for weapon systems and equipment configuration management.
- Conducting maintainability, supportability, and reliability assessments.
- Performing maintenance planning, engineering, and safety investigations.
- Exercising contract warranty provisions associated with newly manufactured materiel and with commercially and organically repaired materiel.

It optimizes end item availability while minimizing support costs by providing maintenance technicians and decision makers rapid access to comprehensive and accurate information.

Units will accomplish part/serial number verification at ISO, HSC and letter check inspections.

Plans Scheduling & Documentation (PS&D) will provide the inspection dock chief with a serial number verification worksheet. The worksheet is a tool to verify the serial numbers of installed serially controlled items that are accessible during the inspection. Ensure serially controlled components are reinstalled on the same aircraft and position from which they were removed. **Exception:** If it is absolutely necessary to install serially controlled components in a different position, notify the PS&D Section to update the records.

MDC Tips for Serially Controlled Assets (items with a CEI)

When inputting MDC to remove or install a serially controlled asset, the data must already exist in G081. For example, if you are removing serial number 12345 from aircraft X, then G081 must reflect this serial number already installed on aircraft X in Program 9021 (it can't be removed, if it doesn't exist in the system). Likewise, if you are going to install serial number 67890 on aircraft X, then G081 must have this serial number already loaded as a serviceable "spare" in Program 9021.

Plans and Scheduling uses Program 9021 to load a new serial number. They must ensure they have the "right" serial number prior to loading. Additionally, if the serial number is installed on a next higher assembly or aircraft, input that information too. This is to ensure G081 has the correct "pre" information.

Program 9102 (the only users of this program should be those filling a scheduler role) is used to manually remove or install a serial number (to correct records). It can also be used to correct the status or part number of a serial number. It is not used to circumvent entering the proper documentation in Program 9099.

Program 9024 (the only users should be those filling the scheduler or engine mgmt role) is used to manually remove or install engine serial number (to correct records). Do NOT use Program 9024 to in lieu of entering the proper documentation in 9099.

While documenting remove and/or install of a serial number, you may receive one of the following rejects:

- Invalid serial number. Check input. If valid, contact scheduler to load serial number in Program 9021.
- Serial number removed is not found on aircraft records. This indicates the serial number input is not what G081 shows installed on the aircraft. If you are using the correct serial number, scheduler uses Program 9102 to "pre install" the serial number being removed.
- Serial number being installed is not serviceable. Scheduler will need to update the status of the serial number using Program 9102 to show it as a serviceable spare. i.e. the serial number is installed somewhere else. If you have the correct serial number, scheduler will have to use Program 9102 to remove the item, "steal" the asset (must have OVERRIDE access on 9102) and set it as a serviceable spare).
- WUC/REFDES used is not valid for the part number. The WUC/REFDES used when taking MDC must be for the part/serial number being removed or installed. Check Program 9132.
- If the user takes MDC to remove/install configured serial numbers but uses a non-configured WUC/REFDES, the removal/install will not be pushed to the 9102/9024/9021 screen. So even though MDC shows the configured item was removed, Program 9021 will still show the serial number installed because taking MDC with a configured WUC/REFDES triggers Program 9099 to look at the part/serial number. Otherwise, it ignores what's in these fields. In this case, since MDC is already taken, you could delete MDC on 9056 and retake it with the correct WUC/REFDES, or process Program 9102 directly.

- You can't make changes on Program 9056 when MDC was taken with a configured WUC/REFDES. You'll have to delete the MDC with Program 9056 then retake it correctly in Program 9099.
- Configured WUC/REFDES have a 'C' in the CONFIG field in Program 9107 or the CA column in the GUI WUC/REFDES table.