



UNITED STATES MARINE CORPS  
2D MARINE AIRCRAFT WING  
II, MARINE EXPEDITIONARY FORCE  
POSTAL SERVICE CENTER BOX 8050  
CHERRY POINT, NC 28533-0050

WgO 5442.5D  
ALD/B  
OCT 16 2012

WING ORDER 5442.5D

From: Commanding General, 2d Marine Aircraft Wing  
To: Distribution List

Subj: AIRCRAFT MATERIAL CONDITION REPORT (AMCR)

Ref: (a) COMNAVAIRFORINST 5442.1  
(b) COMNAVAIRFORINST 4790.2A CH-1  
(c) WgO 5442.8  
(d) NAVSUP P-485, Volume II

Encl: (1) Squadron Recovery Plan  
(2) AMSRR Web Procedures  
(3) Sample MAG Status Contingency Report  
(4) Sample Squadron Status Contingency Report

1. Situation. Reference (a) establishes aircraft material condition and readiness reporting requirements. It also identifies the Aviation Maintenance/Supply Readiness Reporting Website (AMSRR Web) as the only authorized reporting vehicle for Navy and Marine Corps aviation units. This Order is published to standardize the definitions, verbiage, and documentation procedures for reporting essential readiness data via the AMSRR Web. Mission capable standards for 2d Marine Aircraft Wing (2d MAW) aviation squadrons are depicted in reference (b). Additionally, this Order establishes minimum operational readiness standards.

2. Cancellation. WgO 5442.5C.

3. Mission. All 2d MAW units shall adhere to the established reporting procedures outlined in this Order.

DISTRIBUTION STATEMENT A: Approved for public release;  
distribution is unlimited.

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#### 4. Execution

##### a. Commander's Intent and Concept of Operations

###### (1) Commander's Intent

(a) Establish and standardize aircraft material condition reporting procedures.

(b) Establish and maintain minimal operational aircraft readiness standards.

###### (2) Concept of Operations

(a) The AMSRR Web is a reporting tool that is populated with aircraft material condition information daily via Optimized Intermediate Maintenance Activity (IMA) Naval Aviation Logistics Command Management Information System (NALCOMIS) data imports and manual data entry. Once updated, the data can be viewed at any echelon of command via web-based reports or by viewing the daily AMCR posted to the website.

(b) The AMCR is posted in naval message format to the AMSRR Web daily for each Marine Aviation Logistics Squadron (MALS). The daily AMCR is stored on the AMSRR Web for viewing and historical data retrieval purposes.

##### b. Tasks

###### (1) 2d MAW Aviation Logistics Department (ALD)

(a) Monitor the quality and frequency of reporting for all subordinate units.

(b) Act as liaison for all technical and training issues affecting the AMSRR Web.

(c) As functionality is added to the AMSRR Web, establish and publish procedures for subordinate commands.

(d) Provide requested assistance to squadrons in determination, analysis, and corrective action of aircraft readiness degradation issues.

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(e) Assist assigned Naval Aviation Enterprise teams where appropriate to remove barriers.

(2) Commanding Officers (CO), Marine Aircraft Groups (MAG)

(a) Ensure all readiness reporting procedures contained herein are adhered to by each squadron within the MAG.

(b) Immediately notify the Commanding General in order to receive authorization to conduct flight operations for any assigned squadron reporting less than 50 percent Mission Capable (MC) aircraft on the daily AMCR.

(c) Strive to meet 2d MAW Ready Basic Aircraft (RBA) goals, established by the applicable Naval Aviation Enterprise type/model/series team.

(3) COs, Marine Aviation Logistics Squadron (MALS). Ensure all procedures contained herein are strictly adhered to by each department within the MALS.

(4) MALS Aviation Supply Officers

(a) Ensure daily high priority reconciliations are performed between squadron expeditors and the Supply Response Division and that any Bureau Number (BUNO) changes resulting from cannibalization are updated in Optimized IMA NALCOMIS. This will ensure the accuracy of uploads and reduce wasted man-hours in preparing the AMCR.

(b) Ensure squadron documents are assigned the correct Force Activity Designator as they reach pre and post deployment milestones in accordance with reference (c).

(c) Coordinate with the Maintenance Department to ensure Optimized IMA NALCOMIS data is imported for all outstanding high priority supply requisitions daily prior to squadrons commencing their AMCR database updates.

(5) MALS Aircraft Maintenance Officers (AMO)

(a) Coordinate and manage all reporting requirements for the MAG and all assigned squadrons.

(b) Monitor aircraft MC readiness to ensure that if any squadron's MC rate is less than 50 percent of total aircraft

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in reporting status at 0900, a Squadron Recovery Plan is developed and submitted using the guidance provided in Enclosure (1). This plan must be submitted to the Wing AMO by 1000 that same day. Meticulous reconciliation with supply, and prudent use of all internal and external resources available, shall be utilized during the succeeding 24 hour period in order to increase operational readiness.

(c) Provide assistance as needed to squadrons in decreasing the effects of aircraft readiness degradation.

(6) MALS Maintenance Administration

(a) Initiate, monitor and delete AMSRR Web user accounts for all key personnel within the command and provide appropriate AMSRR Web training as required.

(b) Verify that the AMSRR Web content for all subordinate squadrons is updated in accordance with enclosure (2) of this Order no later than 0900 each working day.

(c) Ensure coordination with 2d MAW ALD on all technical and administrative aspects of the AMSRR Web.

(d) Ensure that any failures of network or internet connectivity within the MAG are identified and that appropriate action is immediately initiated. Advise 2d MAW ALD of any connectivity issues that will affect submission of the AMCR, and contact the AMSRR Web representatives if the problem cannot be resolved locally.

(e) In the event that the AMSRR Web cannot be updated by 0900 due to connectivity problems, use the format in enclosure (3) and submit a MAG Status Contingency Report to 2d MAW ALD, via e-mail or fax. Coordinate with 2d MAW ALD if the MAG Status Contingency Report will not be ready for distribution by 0900.

(f) In the event that the AMSRR Web cannot be updated by 1200 each Wednesday due to connectivity problems, submit the MAG AMCR via naval message, as required by reference (a).

(g) Notify 2d MAW ALD two working days prior to, and upon return of, any unit from deployment to ensure that the AMSRR Web is updated to reflect the returning or deploying unit.

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(h) Assist supported squadrons in ensuring that their aircraft which are temporarily assigned to a Weapons Training Instruction (WTI) class are updated on the AMSRR Web AMCR daily no later than 1200 utilizing the information provided on the WTI Aircraft Material Readiness Report (this report is provided daily via e-mail or naval message by Marine Aviation Weapons and Tactics Squadron 1 (MAWTS-1) when a WTI class is in session).

(i) Ensure that aircraft in a Temporarily Assigned (TA) status are updated daily as information changes.

(7) COs, Squadron. Ensure compliance with all requirements within this Order, and take direct action to ensure aircraft are properly classified as Full Mission Capable (FMC), Partial Mission Capable (PMC), Non Mission Capable (NMC), RBA, and ready for tasking in accordance with reference (b).

(8) AMOs, Squadron

(a) Ensure compliance with all requirements within this Order.

(b) Maintain cognizance of all matters affecting aircraft readiness and reporting.

(9) Maintenance Material Control Officers (MMCOs)

(a) Initiate, monitor and delete AMSRR Web user accounts for all key personnel within the command and provide appropriate AMSRR Web training as required.

(b) Notify the MALS of any AMSRR Web technical or training issues, and contact the AMSRR Web representatives if the problem cannot be resolved locally.

(c) Ensure the AMSRR Web content is updated daily to reflect accurate data in accordance with enclosure (2).

(d) In the event that the AMSRR Web cannot be updated by 0900 due to connectivity problems, use the format in enclosure (4) and submit a Squadron Status Contingency Report to the MALS AMO, via e-mail or fax.

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(e) Ensure the AMSRR Web AMCR is updated no later than 1200 daily for aircraft temporarily assigned to WTI classes, utilizing the information provided on the WTI Aircraft Material Readiness Report (this report is provided daily via e-mail or naval message by MAWTS-1 when a WTI class is in session).

(f) Update aircraft in a TA status daily as information is available.

(g) If readiness is below 50 percent MC, submit a Squadron Recovery Plan using the guidance provided in Enclosure (1) to the MALS AMO no later than 0900. Ensure all levels of the squadron chain of command are informed of the readiness situation and recovery plan.

#### 5. Administration and Logistics

a. This Order shall be expanded to meet additional requirements as they are identified or directed. Point of contact is the ALD-B office at DSN 582-3545.

b. References (a) and (b) are available at <https://www.fleetforces.navy.mil/comnavairfor/>. Reference (c) is available at <https://www.2maw.usmc.mil/>. Reference (d) is available at <https://n111.ahf.nmci.navy.mil/>.

#### 6. Command and Signal

a. Command. This Order applies to all Marine Aviation Squadrons and MALS within 2d MAW.

b. Signal. This Order is effective the date signed.



R. W. REGAN  
Chief of Staff

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## Squadron Recovery Plan

1. A Squadron Recovery Plan is submitted to the MALS AMO for concurrence and forwarding to the Wing AMO. Submit via e-mail or fax. In the event e-mail and fax are unavailable, coordinate with the Wing AMO for submission requirements.

2. The Squadron Recovery Plan shall supplement the information available on the AMCR with additional information explaining the squadron's maintenance plan to increase the number of available aircraft and include specific date and time estimates.

a. Provide a brief overview of the day's flight schedule, flight window, and number of FCF crews available.

b. Aircraft shall be identified in four categories: NMCM, NMCS, FCF, and OOR.

c. Do not list RBA aircraft.

d. Specifically explain any cannibalizations that shall need to occur to achieve recovery. See aircraft 01 and 09 of the sample provided in paragraph 4 below.

e. Specifically mention external support required to achieve recovery. See aircraft 09 of the sample provided in paragraph 4 below.

f. Provide a closing paragraph highlighting how and when the squadron expects to achieve the minimum of 50 percent MC

3. The following common acronyms are used in the sample in paragraph 4, but squadrons are permitted to use other common abbreviations and acronyms.

a. Aircraft (A/C).

b. Full Mission Capable (FMC).

c. Non Mission Capable Supply (NMCS).

d. Estimated Completion Date (ECD).

e. Non Mission Capable Maintenance (NMCM).

f. Partial Mission Capable (PMC).

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- g. Out Of Reporting (OOR).
  - h. Date Time Group (DTG).
  - i. Awaiting Parts (AWP).
4. Sample Squadron Recovery Plan:
- a. VMFA-XXX Recovery Plan for 28 July 09.
  - b. Flight schedule today is: 4x2x2, 0830-1830, 1 FCF Crew scheduled.
  - c. FCF
    - (1) 00-164694: FCF-A 30 day no fly, ECT 0930.
    - (2) 10-164719: FCF-C for aileron servocylinder, ECT 1500.
  - d. NMCM
    - (1) 11-164723: In work troubleshooting flight controls, ECD today 1200. This will raise MC rate to 45.5 percent.
    - (2) 03-164702: For engine vibes. In work troubleshooting, plan low-power turn before 1200. Replacement engine available at supply. ECD tomorrow 0300.
  - e. NMCS
    - (1) 09-165411: Awaiting cannibalization request approval to cannibalize stabilator servocylinder from A/C 08. Message DTG 050027Z July 10. Upon receipt of approval, estimate six hours to complete, ECD tomorrow 0300.
    - (2) 01-164699: Aileron surface. Plan to cannibalize surface from A/C 07 and install on this aircraft, ECD today 1200. This will raise MC rate to 54.2 percent.
    - (3) 04-165687: Windshield. Trim to fit item, cannot cannibalize. Part due in on 15 Aug. ECD 17 Aug.

Enclosure (1)

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(4) 07-164650: NMCS and NMCM for phase and multiple parts. Recovery not expected in the short term for this aircraft. ECD 10 Aug.

f. OOB

(1) 10-165527: ISR heat damage.

(2) 02-164702: ISR fuel cell.

Expect to achieve 50 percent mission capable A/C at approximately 1200. Support required for A/C 09.

Enclosure (1)

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AMSRR Web Procedures

1. Access the AMSRR Web at <https://amsrr.ffc.navy.mil/AMSRRWEB/login.aspx>

2. Creating accounts to access the AMSRR Web

a. MALS Maintenance Administration and squadron MMCOs can request ADMINSuperUser access by e-mailing East Coast Support on the AMSRR Web home page.

b. ADMINSuperUsers can create accounts as needed.

- (1) Select the *ADMIN* tab.
- (2) Click the + next to *Users, Groups*.
- (3) Left click on the word *USER*.
- (4) Select *Add user/group....*

AMSRR Web

ADMIN ANALYSIS ADMIN INTERIM HOME EMPLOYEE

System

Assess

Users, Groups

Add user/group...

Edit user/group...

Delete user/group...

**Add User**

User ID:

Group:

Organization:

Title:

First Name:  Password:

Middle Name:  Confirm Password:

Last Name:

Billet:

Address:

Address:

City:

State:

Zip:

Country:

Email Addr 1:

Email Addr 2:

Phone 1:

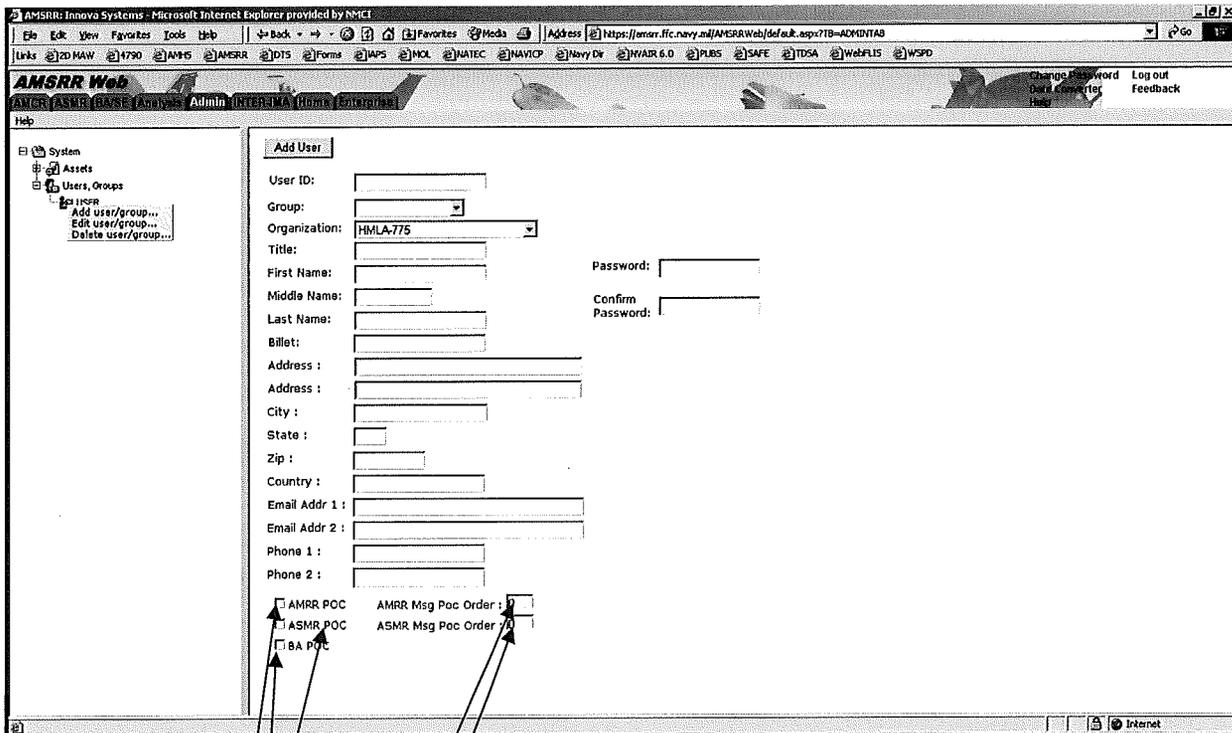
Phone 2:

AMRR POC AMRR Msg Poc Order:

ASMR POC ASMR Msg Poc Order:

BA POC

(5) Complete all data fields as necessary. Point of contact (POC) check boxes are checked if appropriate.



(a) **AMRR POC** indicates Aircraft Material Readiness Report (AMRR) POC and is checked if the individual is to be listed on the AMRR message as the POC.

(b) **ASMR POC** indicates Aircraft Supply Management Report (ASMR) POC and is checked if the individual is to be listed as the POC for the ASMR.

(c) **BA POC** indicates Broad Arrow (BA) POC and is checked if the individual is to be listed as the POC for test bench and support equipment readiness.

(d) **AMRR Msg Poc Order** indicates the order in which POC names are listed on the AMRR message.

(e) **ASMR Msg Poc Order** indicates the order in which POC names are listed on the ASMR.

### 3. Performing NALCOMIS imports for high priority supply requisitions

a. The MALS Aviation Supply Department performs an extract of all high priority documents from Optimized IMA NALCOMIS.

(1) Add data to a text file in Notepad.

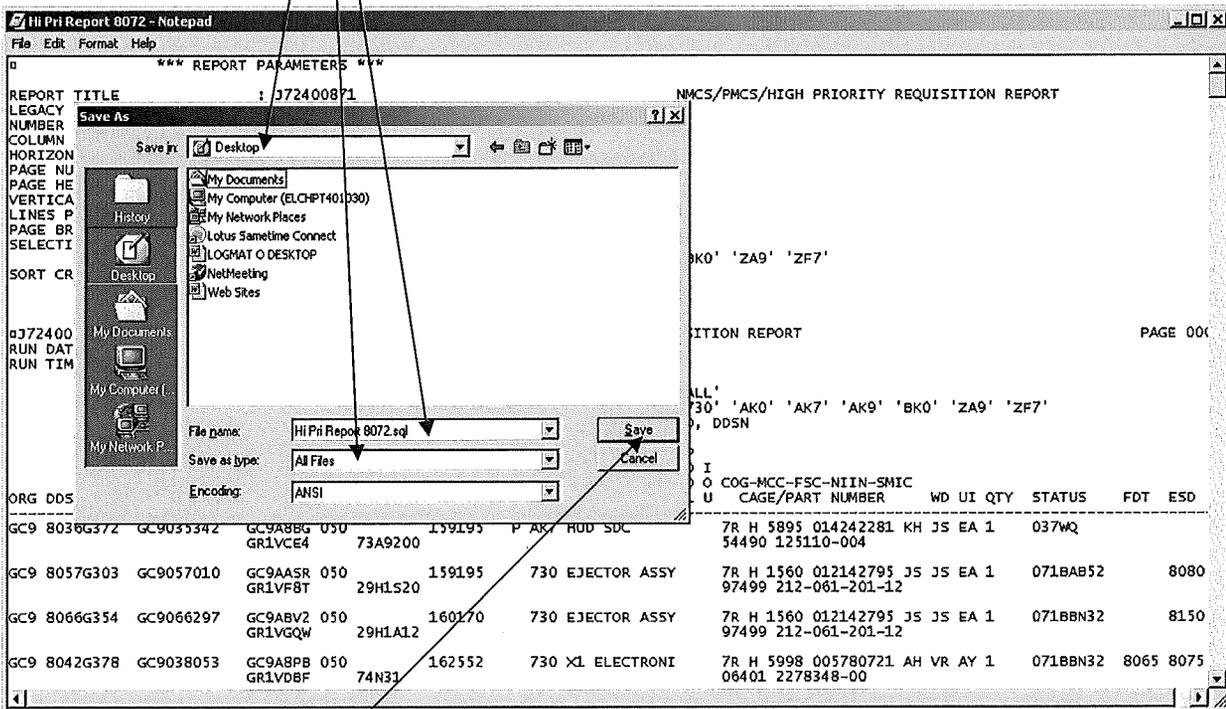
(2) Save file

(a) Use *SAVE AS* function in the **File** menu.

(b) Save to a known location such as desktop.

(c) Use locally established file name and add .sql at the end of the file name to achieve proper file extension.

(d) Change *Save as type:* from *Text Documents (\*.txt)* to *All Files*.



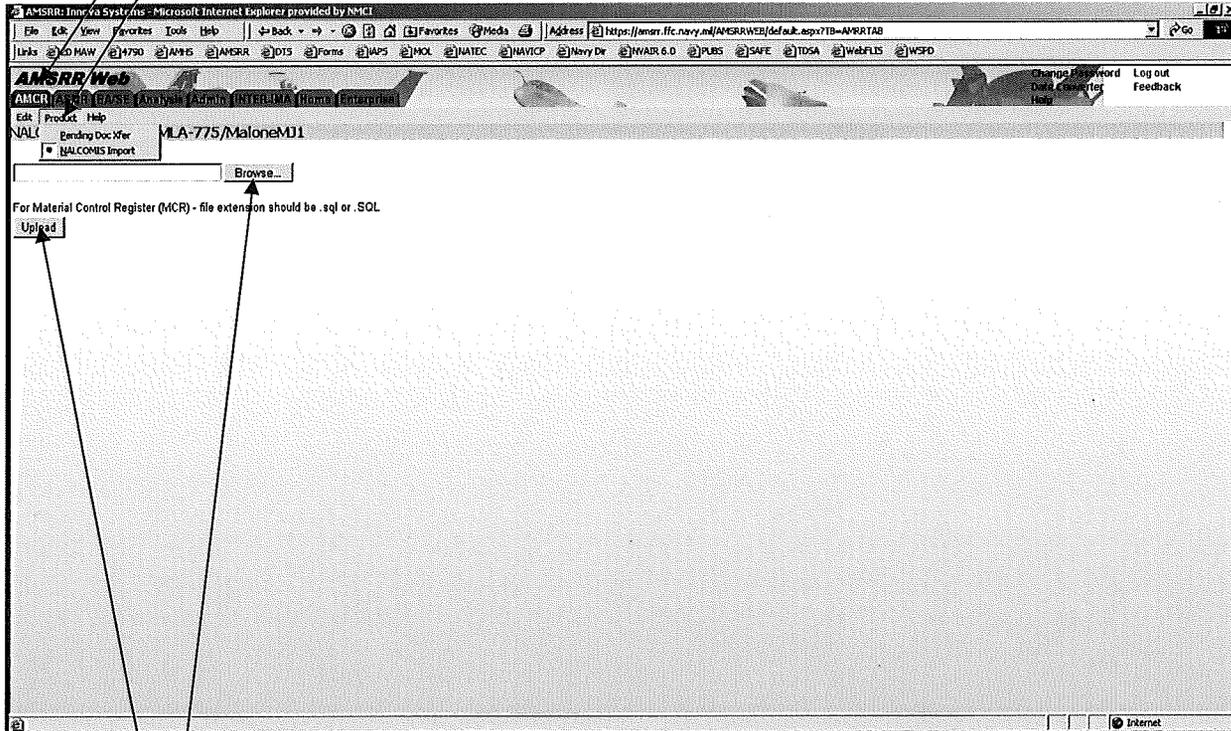
(e) Click the *Save* button.

(f) Close text file.

b. On AMSRR Web application

(1) Select *AMCR* tab.

(2) Click *PRODUCT* exposing a pull down menu. Select *NALCOMIS Import*.



(3) Click *Browse...*

(4) Locate the previously saved file, select it, and double click it or click *Open*.

(5) Click *Upload*. Header should change to read **File has been successfully uploaded.**

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#### 4. Adding/Transferring Aircraft

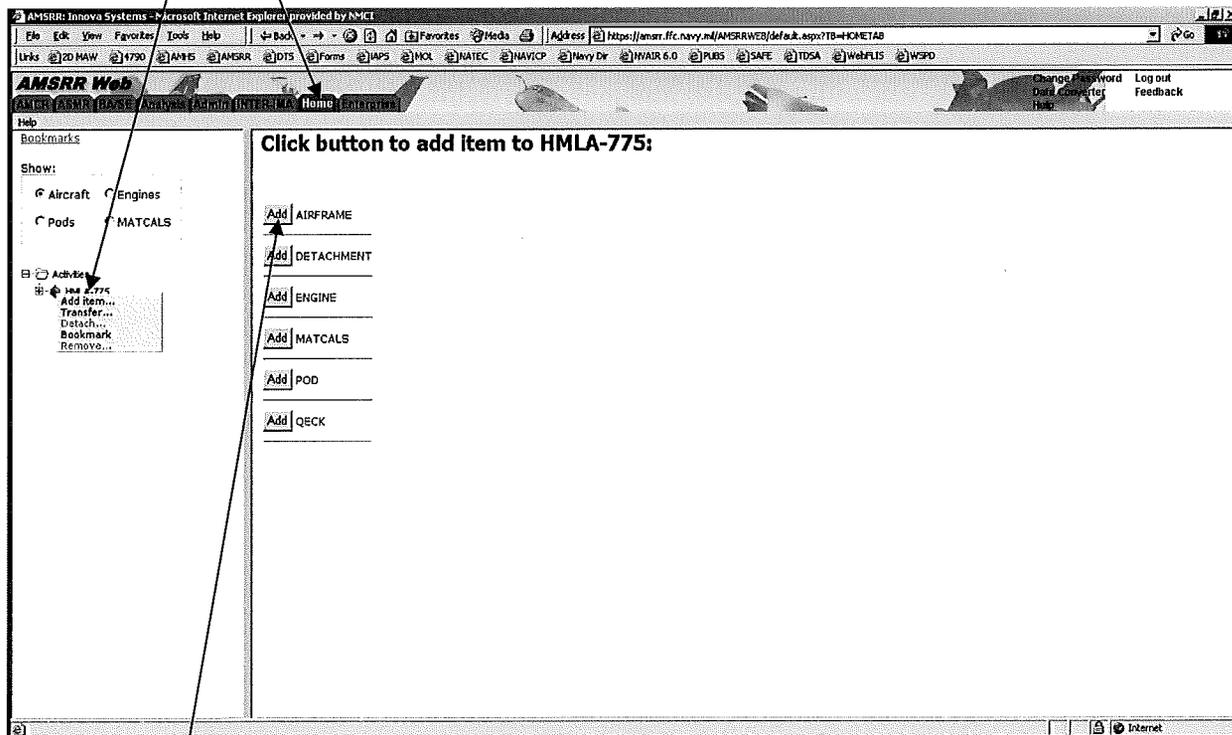
a. Aircraft must be added to or transferred from a squadron's AMCR account as they are accepted from or transferred to other squadrons. Aircraft shall be transferred by the transferring activity as soon as physical custody and an XRAY are submitted in accordance with Reference (b). Gaining commands shall add the aircraft prior to the next reporting date.

b. Use the following process to add aircraft on the AMSRR Web.

(1) Select the *Home* tab.

(2) If MALS-XX is listed, click the + to the left. This exposes the squadron.

(3) Left click the squadron designation. This exposes a pull down menu. Select *Add Item...*

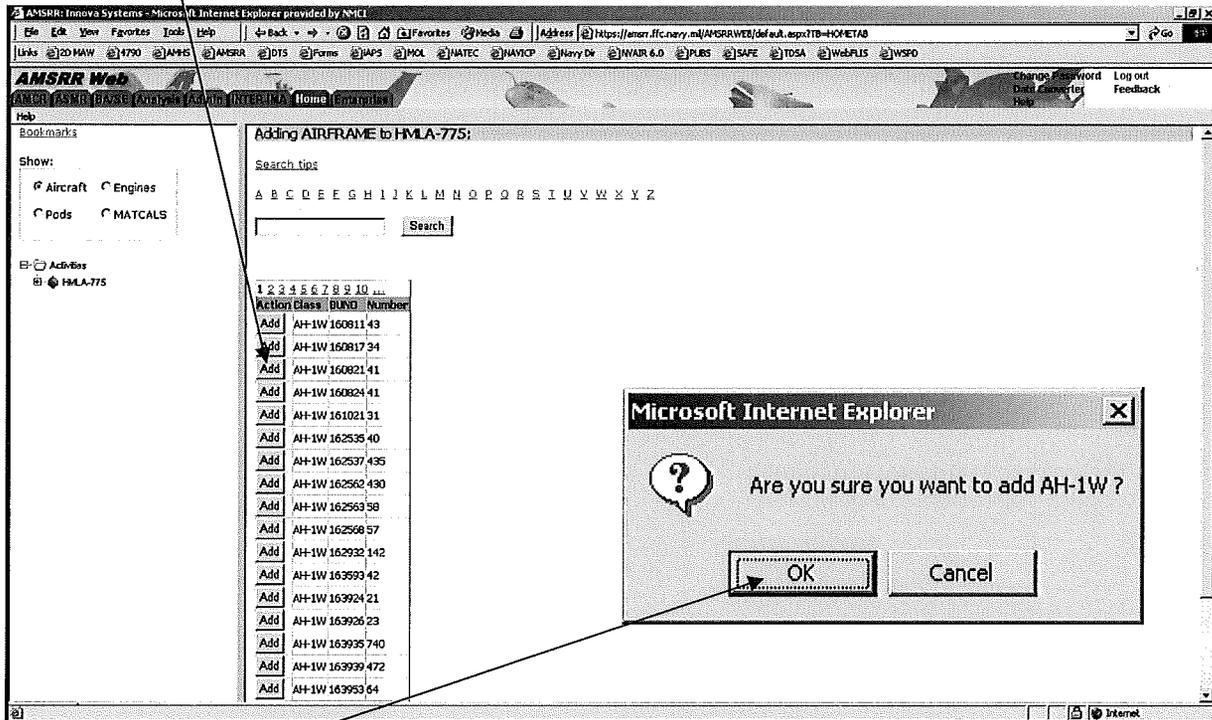


(4) Left click the *Add AIRFRAME* button

(5) A list of aircraft will appear. They are listed in alpha numeric order by Type/Model/Series (TMS), and BUNO.

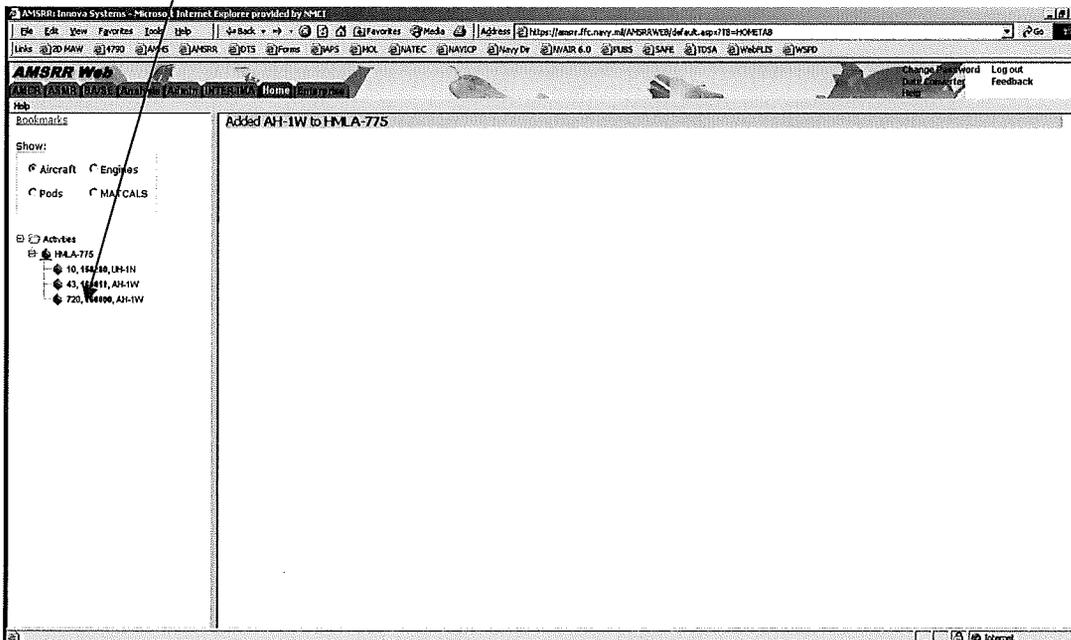
Enclosure (2)

(6) Locate the aircraft being added and click Add.



(7) When the dialogue box appears, select OK.

(8) The aircraft will appear under the squadron name.

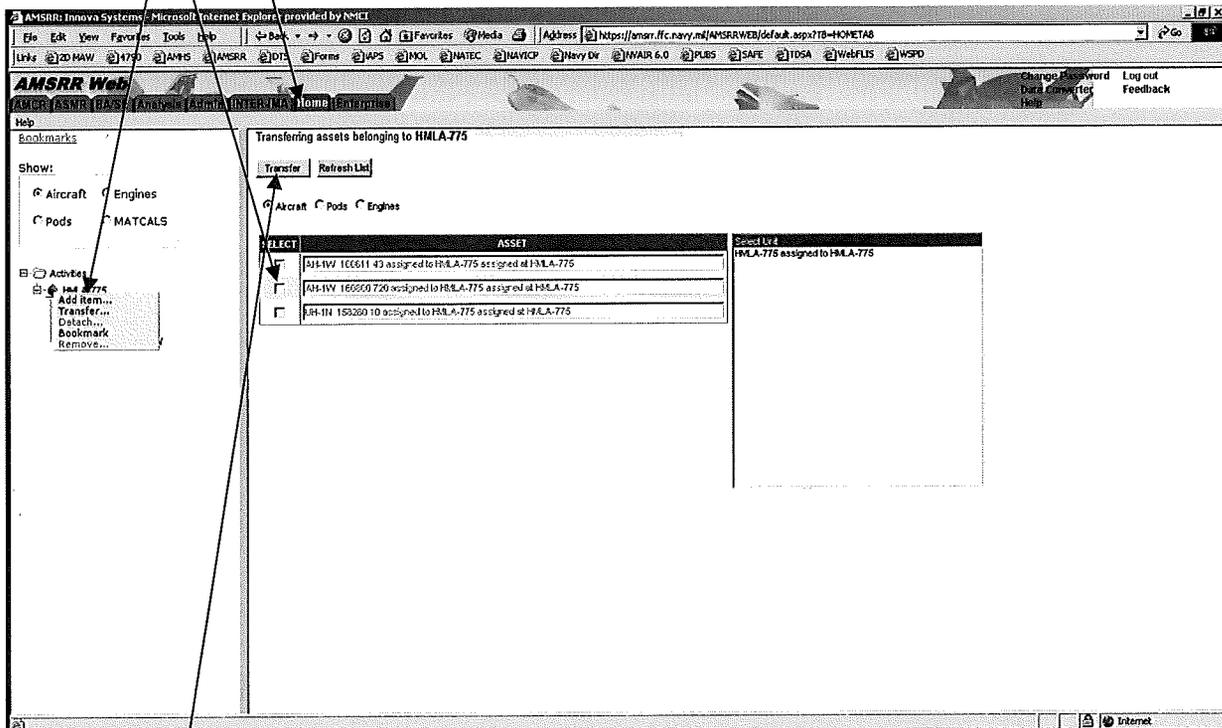


c. Use the following process to transfer aircraft on the AMSRR Web.

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- (1) Select the *Home* tab.
- (2) If MALS-XX is listed, click the + to the left. This exposes the squadron.
- (3) Left click the squadron designation. This exposes a pull down menu. Select *Transfer...*
- (4) Click the box under **SELECT** that corresponds to the BUNO being transferred.



- (5) Click *Transfer*.

## 5. Preparing the AMCR

### VIEWING/EDITING SUPPLY DISCREPANCY DATA

- a. Select the *AMCR* tab.
- b. If MALS-XX is listed, click the + to the left. This exposes the squadron's short designation.
- c. Click the + to the left of the squadron designation. This exposes a list of all assigned aircraft by SIDE NUMBER and BUNO.

Enclosure (2)

d. Review each aircraft to ensure all outstanding requisitions are listed. Optimized IMA NALCOMIS uploads performed by the MALS should populate all outstanding requisitions to the AMCR for each aircraft. If a requisition is not uploaded to the website, it shall be added.

(1) Left click the SIDE NUMBER of that aircraft (exposing a drop down menu) and selecting *Add discrep (S)...*

The screenshot shows a web browser window with the URL <https://amsr.fic.navy.mil/AMSRWeb/defn/defn.asp?710-AMERTAB>. The page title is "Add supply discrepancy for 720, 160800, AH-1W, RBA". The form contains the following fields and controls:

- Doc Reported on previous AMCR
- Complete  Report  New Off ship/station Doc
- Nomen: [Text Field]
- NIIN: [Text Field]
- Docnum: [Text Field]
- Exrep: [No exrep] [Dropdown]
- Reqn Status: [No change code] [Dropdown]
- Part Number: [Text Field]
- Proj Code: [No proj code] [Dropdown]
- COG: [Not selected] [Dropdown]
- Status Builder: [Cal] [Dropdown] [Build]
- Status: [Text Field]
- OS Reason: [N/A] [Dropdown] Code: [No reason code] [Dropdown]
- JCN: [Text Field]
- WUC: [Text Field]
- MCH: [Text Field]
- EDD: [Text Field] [Cal] [x]
- Quantity: [Text Field]
- Qty Recv: [Text Field]
- Receive date: [Text Field] [Cal] [x]
- Tech Data: [Text Field]
- Remark: [Text Field]
- [Save] Button

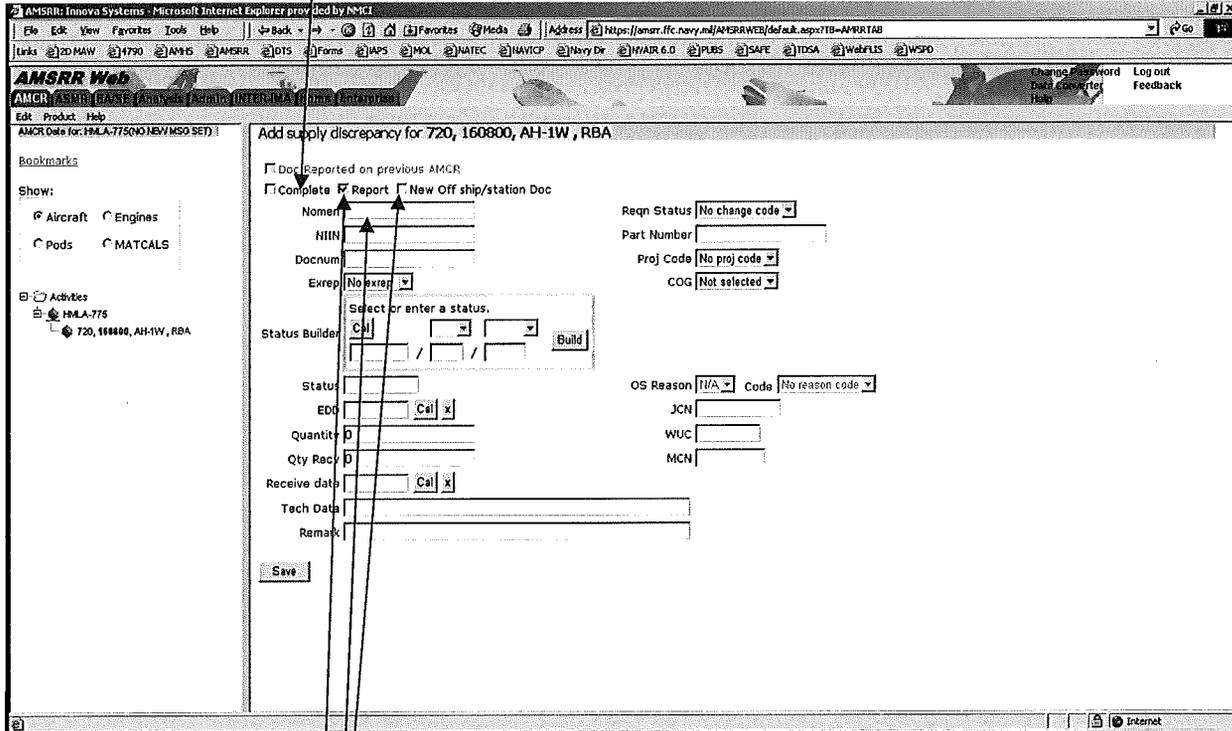
(2) Add supply discrepancy page: Populate using the information from NALCOMIS, Optimized Organizational Maintenance Activity (OOMA) NALCOMIS, or NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT provided by the MALS Aviation Supply Department.

(a) The *Add supply discrepancy* page contains 24 data fields, 12 of which correspond directly to data fields on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT. All *Add supply discrepancy* page data fields are explained below (some acronyms and titles vary slightly between the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT and AMSRR Web).

1. The **Doc Reported on previous AMCR** check box cannot be edited.

Enclosure (2)

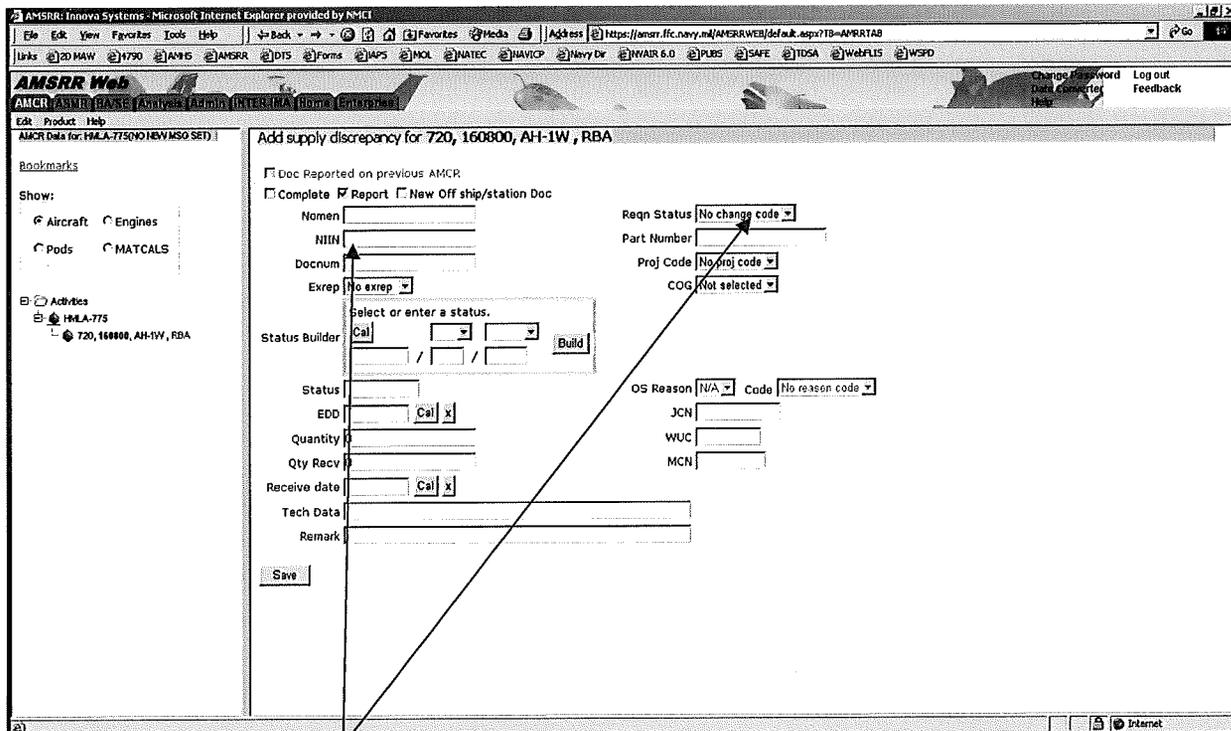
2. The **Complete** check box is used to indicate that a requisition has been delivered. Checking this box will allow the requisition to be reported for that day without affecting the NMC, PMC, RBA, or FMC status of the aircraft. When this box is selected, the requisition remains on the report for that day, and drops off the report for the next day.



3. The **Report** check box is used to indicate that a requisition is currently affecting the material condition of the aircraft. Un-checking this box indicates that the requisition is not currently affecting the material condition of the aircraft, but still exists and allows the database to set the material condition of the aircraft based on the other existing discrepancies and requisitions. Check as appropriate.

4. The **New Off ship/station Doc** check box is used to indicate that a requisition is first being reported on the current AMCR as an off-station or off-ship requirement.

5. **Nomen:** Enter the nomenclature of the material being requisitioned.



6. The **Reqn Status** pull down menu has six choices.
  - a. *No change code* indicates no change to the documented status exists.
  - b. *RCVD* indicates the part has been received.
  - c. *RFI* indicates the part is Ready For Issue (RFI) by the MALS Intermediate Maintenance Activity (IMA).
  - d. *CANX* indicates that the requisitioning command requests cancellation of the requisition.
  - e. *DWNGRD* indicates the requisitioning command requests downgrading the project or priority of the document.
  - f. *X-ISS* indicates the requisition is RFI and issue is in progress.

7. **NIIN:** Enter the National Item Identification Number (NIIN) of the part being requisitioned as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

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8. **Part Number:** Enter the part number of the part being requisitioned as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

9. **Docnum:** Enter the document number of the requisition as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

10. **Proj Code:** Enter the project code of the requisition as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

The screenshot shows the AMSRR Web application interface. The main form is titled "Add supply discrepancy for 720, 160800, AH-1W, RBA". The form contains several fields and options:

- Doc Reported in previous AMCR
- Complete  Report  New Off ship/station Doc
- Nomen: [Text Field]
- NIIN: [Text Field]
- Docnum: [Text Field]
- Exrep: [No exrep] (dropdown menu)
- Status Builder: [Cal] [ ] [ ] [ ] [Build]
- Status: [Text Field]
- OS Reason: [N/A] Code: [No reason code]
- JCN: [Text Field]
- WUC: [Text Field]
- MCN: [Text Field]
- Regn Status: [No change code] (dropdown menu)
- Part Number: [Text Field]
- Proj Code: [No proj code] (dropdown menu)
- COG: [Not selected] (dropdown menu)
- EDD: [Text Field] [Cal] [x]
- Quantity: [Text Field]
- Qty Recv: [Text Field]
- Receive date: [Text Field] [Cal] [x]
- Tech Data: [Text Field]
- Remark: [Text Field]
- [Save] button

11. The **Exrep** pull down menu is used to select the status of components inducted for expeditious repair (ER) at the IMA. There are five choices:

a. *No exrep* indicates the component is not undergoing ER at the IMA and that the status of the requisition can be found in the **Status** block.

b. *ER/AWM* indicates the component has been inducted but is currently awaiting maintenance (AWM).

c. *ER/AWP* indicates the component has been inducted and begun repair, but work has come to a stoppage due to AWP to complete repairs.

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d. **ER/IW** indicates the component has been inducted and is currently in work (IW) being repaired.

e. **ER/TBOS** indicates the component has been inducted but that the test bench used to initiate repairs is out of service (TBOS).

12. **COG:** Enter the Cognizance Code (COG) for the part being requisitioned as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

13. **Status:** Enter the document status using the status builder and the instructions provided in paragraph 5d2(b) on page 14 of this enclosure.

The screenshot shows the AMSRR Web application interface. The main form area is titled 'Add supply discrepancy for 720, 160800, AH-IW, RBA'. The form contains several input fields and pull-down menus. The 'Status' field is currently set to 'Cal'. The 'OS Reason' pull-down menu is set to 'JCN' and the 'Code' pull-down menu is set to 'No reason code'. The 'Status Builder' section has a 'Build' button. The browser address bar shows 'https://www.nmcs.gov/amsrrweb/defa...'. The page title is 'AMSRR Web'.

14. The **OS Reason** pull down menu is not editable.

15. The **Code** pull down menu is not editable.

16. **EDD:** Enter the Estimated Deliver Date (EDD) of the requisition as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

17. **JCN:** Enter the Job Control Number (JCN) for the requisition as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

Enclosure (2)

18. **Quantity:** Enter the quantity ordered for the requisition as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

19. **WUC:** Enter the Work Unit Code (WUC) for the requisition as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

The screenshot shows a web browser window with the URL <https://amsrr.fcc.navy.mil/AMSRRWEB/default.aspx?ID=AMRRTAB>. The page title is "AMSRR Web". The main content area is titled "Add supply discrepancy for 720, 160800, AH-1W, RBA". The form contains the following fields and controls:

- Doc Reported on previous AMCR
- Complete  Report  New Off ship/station Doc
- Nomen:
- NIIN:
- Docnum:
- Exrep:  No exrep
- Reqn Status:  No change code
- Part Number:
- Proj Code:  No proj code
- COG:  Not selected
- Status Builder:
- Status:
- OS Reason:  R/A  Code:  No reason code
- JCN:
- WUC:
- MCN:
- EDD:
- Quantity:
- Qty Recv:
- Receive date:
- Tech Data:
- Remark:
- 

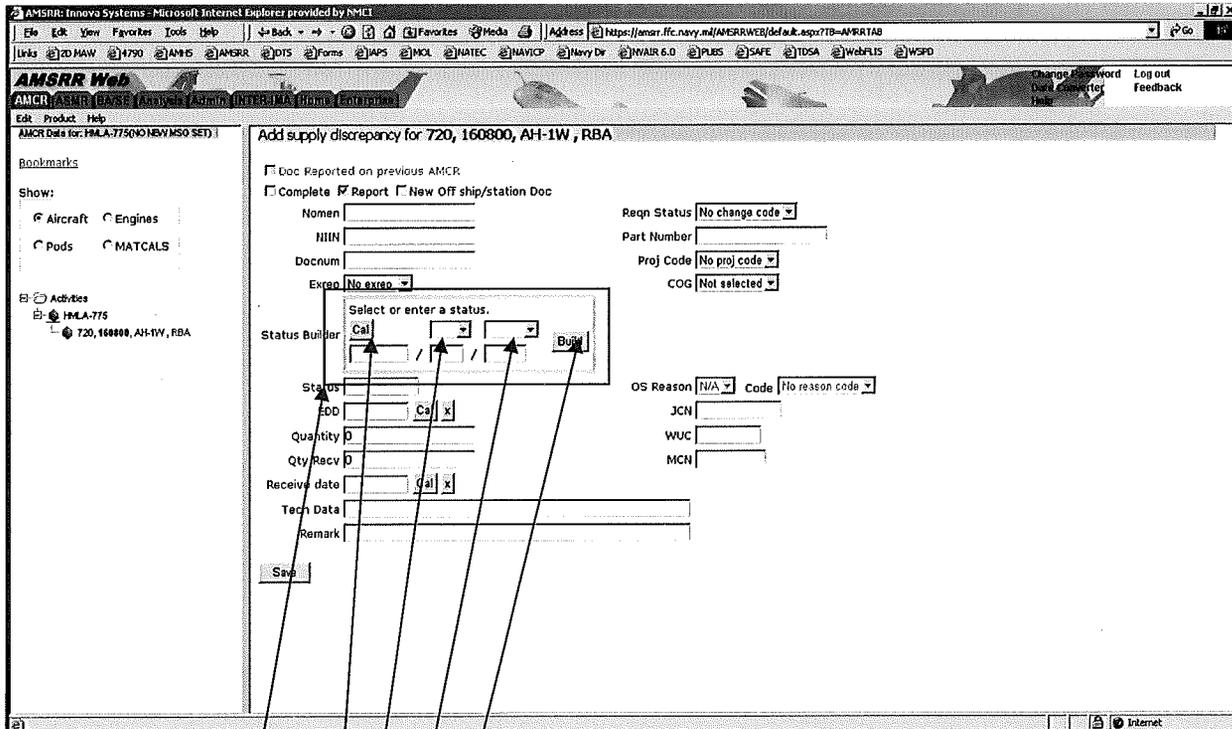
20. **Qty Recv:** Enter the quantity received when a requisition is completed.

21. **MCN:** Enter the Maintenance Action Form (MAF) Control Number (MCN) for the requisition as provided on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT.

22. **Receive date:** Select the date a requisition is completed using the calendar (CAL) button.

23. **Tech Data** is not required, but may be used to list applicable reference data.

24. **Remark:** Populate with additional information as appropriate.



(b) **Status Builder.** When adding requisitions, use the *Status Builder* to construct the status of documents not undergoing ER at the IMA. Use the status located on the NMCS/PMCS/HIGH PRIORITY REQUISITION REPORT or located in the squadron's NALCOMIS or OOMA database. Reference (d) contains a key to the codes used for supply statuses.

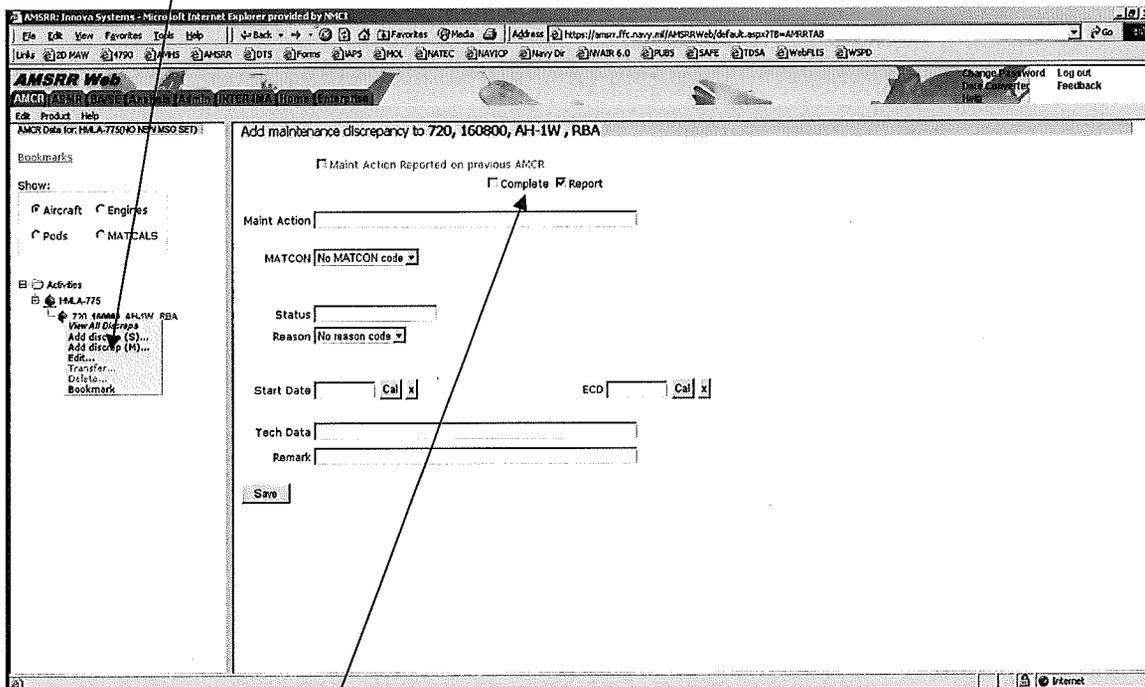
1. Use the *CAL* button to select the correct date.
2. Enter the two digit status code. If a requisition has a mode of shipment code such as X or J, follow the letter or number with a comma.
3. Enter the three digit code of the activity providing the latest status update.
4. When all data fields are completed, click the *Build* button.
5. Example status for a document not being shipped: 105/BB/N32
6. Example status for a document being shipped: 105/J/AQ5

(3) Supply project code AK0 is used to indicate that a requisition makes an aircraft NMC. Supply project code AK7 is used to indicate that a requisition makes an aircraft PMC. Adding an AK0 or AK7 high priority document will automatically change the material condition (MATCON) of the aircraft to NMC or PMC as appropriate.

### VIEWING/EDITING MAINTENANCE DISCREPANCY DATA

e. Review each aircraft for outstanding maintenance discrepancies. If an aircraft has a new or missing discrepancy that makes it NMC or PMC it shall be added.

(1) Left click the Side Number of that aircraft (exposing a drop down menu) and selecting *Add discrep (M)...*



(2) Add maintenance discrepancy page: populate using information from NALCOMIS.

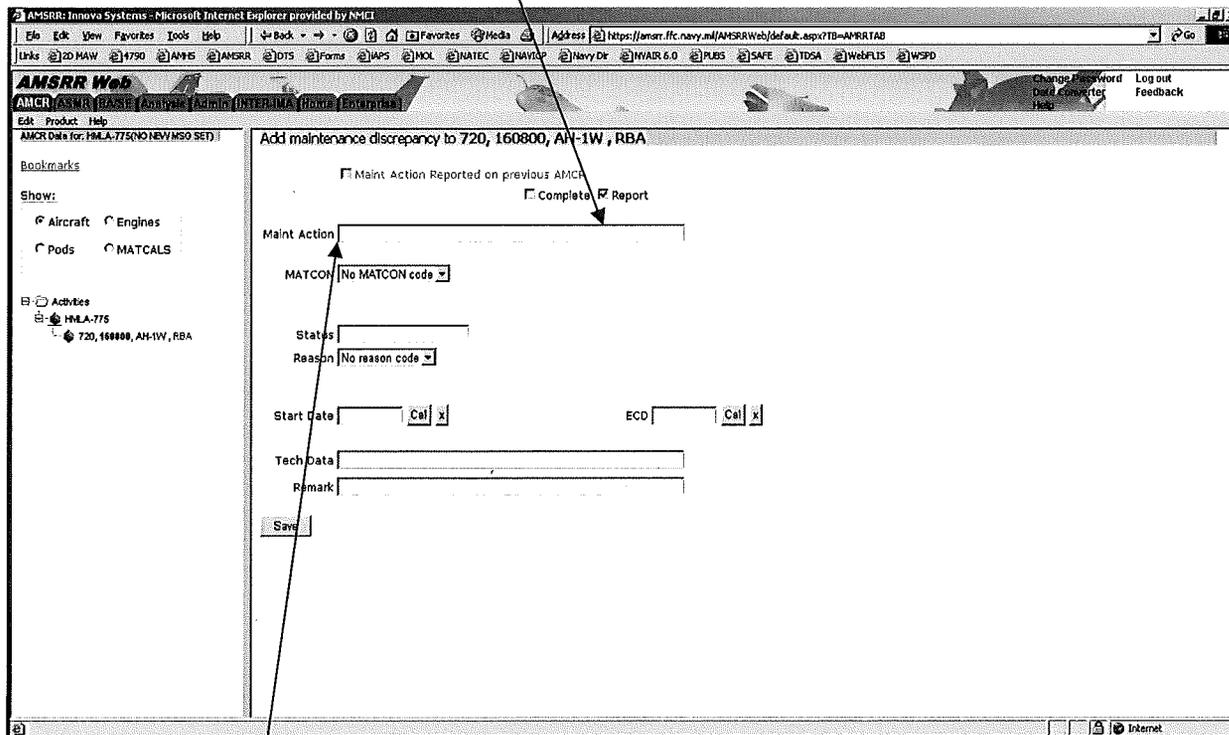
(a) The **Complete** check box is used to indicate that

a discrepancy is complete and signed off; or no longer affecting the MATCON of the aircraft. Checking this box will allow the discrepancy to be reported for that day without affecting the NMC, PMC, RBA, or FMC status of the aircraft. When this box is selected, the discrepancy remains on the report for that day, and drops off the report for the next day.

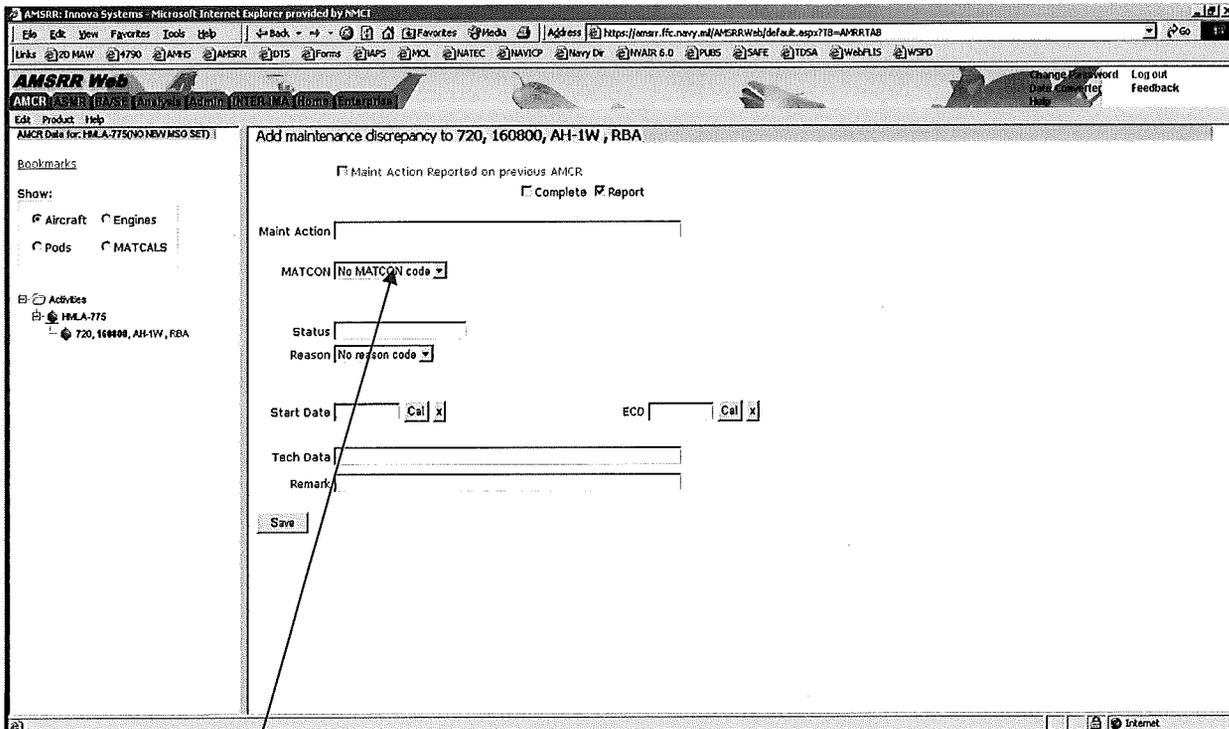
(b) The **Report** check box is used to indicate that a discrepancy is currently affecting the MATCON of the aircraft. Check as appropriate.

1. Un-checking this box indicates that the discrepancy is not currently affecting the MATCON of the aircraft, but still exists and allows the database to set the MATCON of the aircraft based on the other existing discrepancies and requisitions.

2. An example of using this box would be: an aircraft being NMCM for a fuel cell discrepancy that is IW. While performing work, the squadron orders parts for the aircraft making it NMCS. Un-checking this box removes the possibility for the report preparer to erroneously set the aircraft status to NMCM vice NMCS when performing the **Edit AIRCRAFT** function, but allows the discrepancy to remain in the database for use when the parts come in.



(c) **Maint Action:** Enter in plain language what the discrepancy is such as "Leaking #1 fuel cell" or "Tail-boom crack".



(d) **MATCON**: Select the material condition of the aircraft as a result of this discrepancy (discrepancies having no affect on material condition of the aircraft in regards to NMC, PMC, or RBA need not be entered).

1. No MATCON code: Indicates the discrepancy does not affect the reportable MATCON of the aircraft. This would normally be used when a discrepancy has or will affect the MATCON of the aircraft.

2. NMCM: Indicates the discrepancy makes the aircraft not mission capable for maintenance.

3. NMCM-S: Indicates the discrepancy makes the aircraft Not Mission Capable for Maintenance, Scheduled (NMCM-S). This would include a phase or special inspection.

4. NMCM-U: Indicates the discrepancy makes the aircraft Not Mission Capable for Maintenance, Unscheduled (NMCM-U).

5. PMCM/RBA: Indicates that a Partial Mission Capable Maintenance (PMCM) discrepancy makes the aircraft PMC in accordance with the applicable TMS Mission Essential Subsystems Matrix (MESM) as defined in Reference (b), but does not limit the use of the aircraft for training or operations. Systems

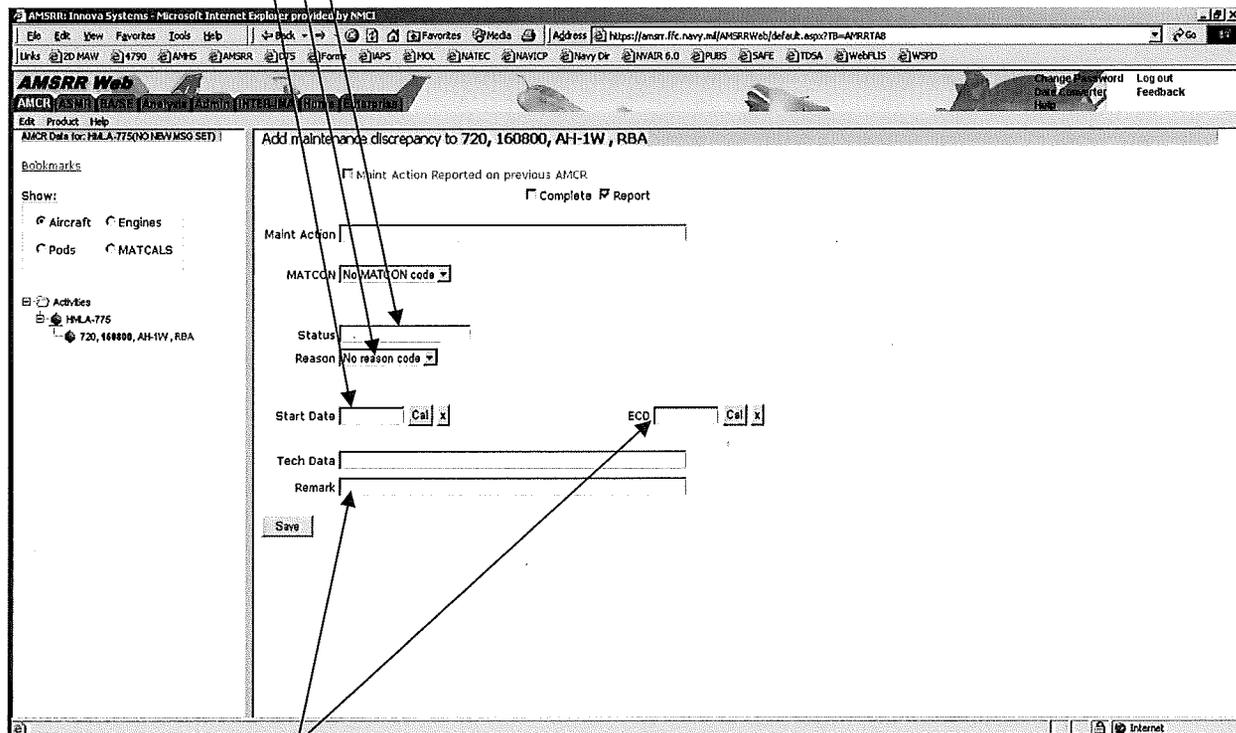
affecting RBA may be identified by contacting the appropriate MAG Operations Department.

6. PMCM/NRBA: Indicates that a PMCM discrepancy makes the aircraft PMC in accordance the applicable TMS MESM as defined in Reference (b), and limits the use of the aircraft for training or operations making it a Non Ready Basic Aircraft (NRBA). Systems affecting RBA may be identified by contacting the appropriate MAG Operations Department.

(e) **Status**: Enter the status of the discrepancy as IW, AWM, or AWP as appropriate.

(f) **Reason**: Enter the reason a discrepancy is AWM using the appropriate code from Reference (b). If the discrepancy is IW or AWP, use *No reason code*.

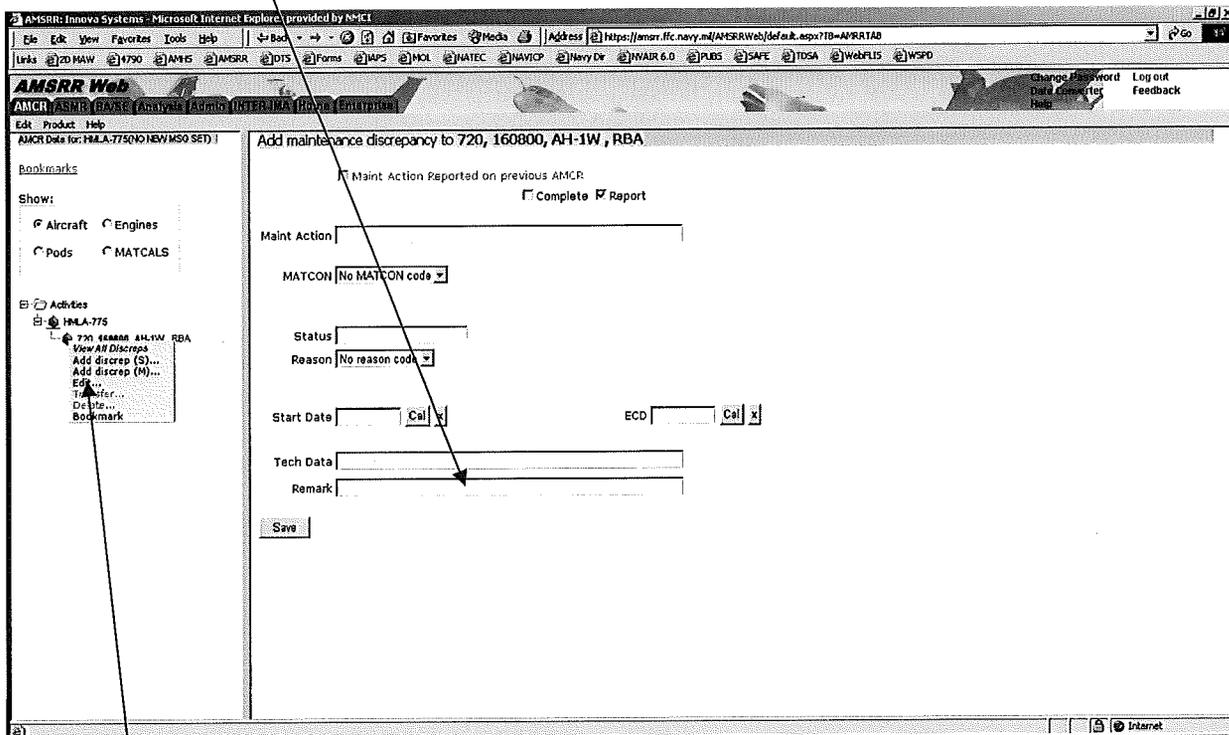
(g) **Start Date**: Select the date the discrepancy first affected the material condition of the aircraft using the *CAL* button.



(h) **ECD**: Select the Estimated Completion Date (ECD) of the discrepancy using the *CAL* button.

(i) **Tech Data**: Enter the JCN or MCN.

(j) Remark: Enter additional information as appropriate.



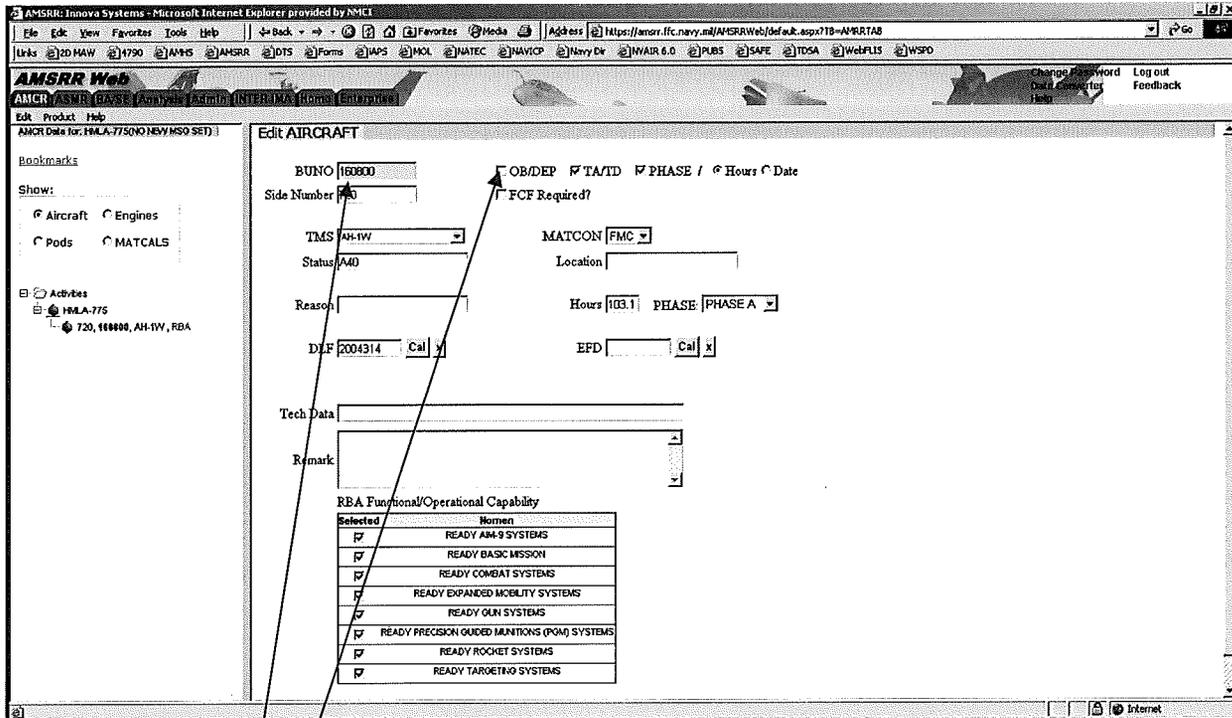
(3) Adding an NMC or PMC maintenance discrepancy will automatically change the MATCON of the aircraft to NMC or PMC as appropriate.

#### VIEWING EDITING AIRCRAFT DATA

f. Review and update each aircraft's basic information in the *Edit Aircraft* page. Ensure each aircraft is reviewed, including those that are FMC. Reports from NALCOMIS or OOMA are required that provide the current hours remaining until phase, and the previous day's accomplished flights for all assigned aircraft.

(1) Left click the Side Number of that aircraft (exposing a drop down menu) and selecting *Edit...*

(2) Review and update each data field as follows.



(a) **BUNO** indicates the aircraft being worked on and cannot be edited in this view.

(b) The **OB/DEP** check box indicates an aircraft is On Board (OB) or Deployed (DEP) as part of a squadron detachment.

1. This box is checked for In Reporting (IR) aircraft aboard the squadron's home station; or if the squadron is on a scheduled deployment such as Unit Deployment Program (UDP) or on a combat deployment and the aircraft is at the deployed site.

2. For aircraft transferred to a Marine Medium Tiltrotor Squadron (VMM) as part of a Marine Expeditionary Unit (MEU), check this box for all aircraft aboard the VMM's home station.

3. This box is not checked for OOR aircraft.

4. To avoid meshing total RBA/MC/FMC with Marine Corps aircraft, this block shall not be checked for foreign aircraft.

(c) The **TA/TD** check box indicates an aircraft is Temporarily Assigned (TA) or Temporarily Deployed (TD).

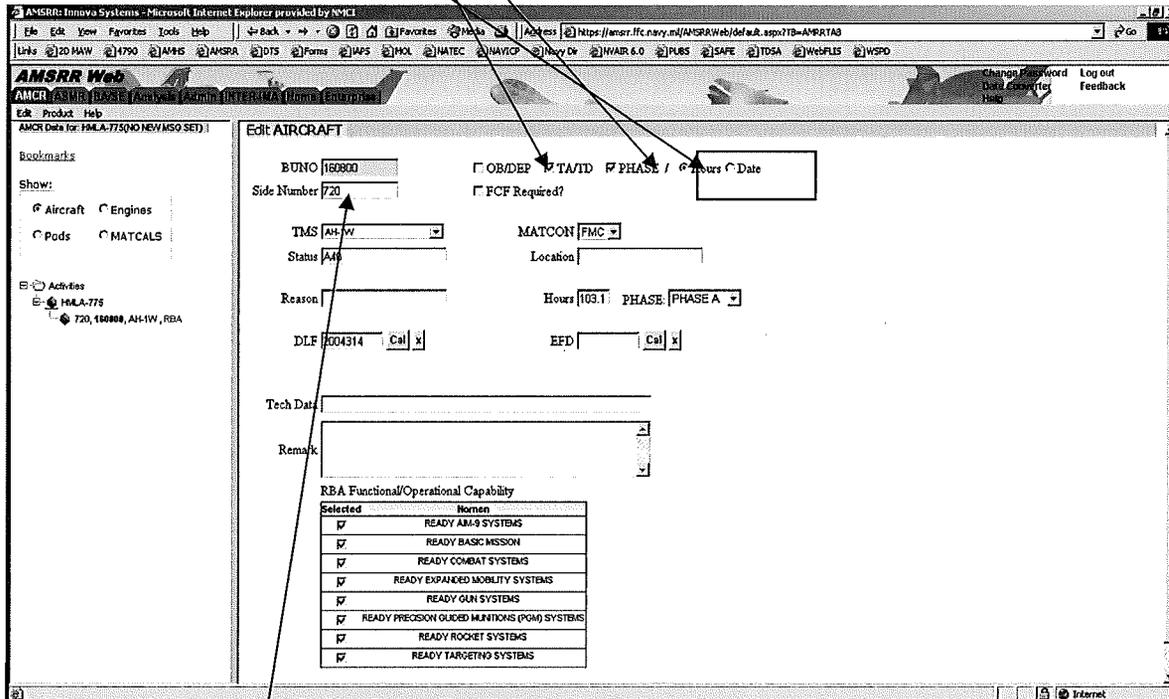
1. Check this box for IR aircraft not aboard the squadron's home station; or if the squadron is on a scheduled deployment such as UDP or on a combat deployment and the aircraft is not at the deployed site.

2. For aircraft transferred to a VMM as part of a MEU, check this box for all aircraft not aboard the VMM's home station.

3. This box is not checked for OOR aircraft.

(d) The **PHASE** check box indicates the aircraft is on a phased inspection cycle. All aircraft within 2d MAW are on a phased inspection cycle so this box shall be checked.

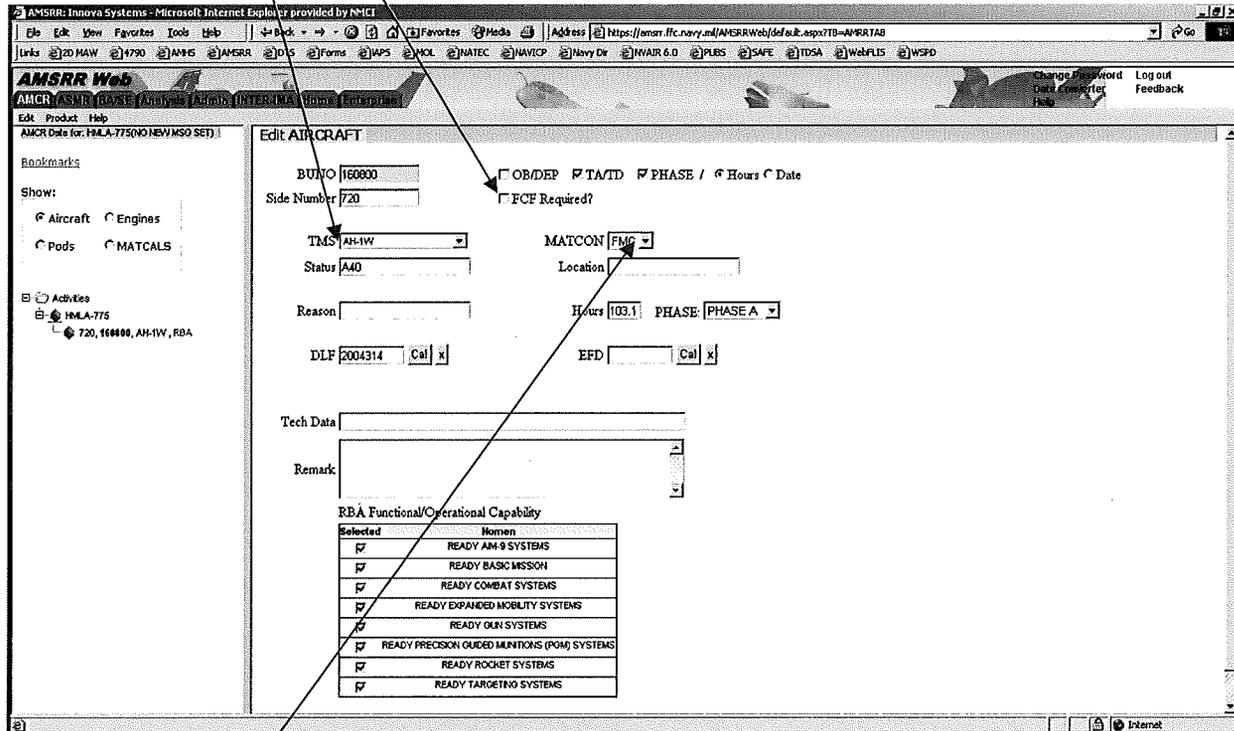
(e) The **Hours Date** selector indicates whether the assigned aircraft are on an hourly or calendar phase inspection. Select as appropriate.



(f) **Side Number:** Enter the side number used by the squadron for that aircraft.

(g) The **FCF Required?** check box indicates that an aircraft requires a Functional Check Flight (FCF) before it can be tasked for training or operations. Check as appropriate.

(h) **TMS** indicates the Type/Model/Series (TMS) of the aircraft. Once set, this block should almost never be changed.



(i) **MATCON** indicates the material condition of the aircraft. Choices for this pull-down menu are set based on the existing maintenance and supply discrepancies listed against the aircraft.

1. There are eight possible choices. Choices are limited by the website filtering reported discrepancies (ie. An aircraft with a PMCM discrepancy only offers choices of PMCM or OOR). Select as appropriate.

a. **ORR**: This status can be selected at any time regardless of material condition of the aircraft. Use the ORR checkbox rather than selecting ORR in this menu.

b. **FMC**: This status can be selected only when no NMCM maintenance discrepancies, NMCS supply discrepancies, PMCM maintenance discrepancies, or PMCS supply discrepancies are listed against that aircraft. Select this option for all FMC aircraft that are not ORR.

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c. NMCM: This status shall be selected for all IR aircraft that have an NMCM discrepancy and no NMCS discrepancy.

d. NMCS: This status shall be selected for all IR aircraft that have an NMCS supply discrepancy.

e. PMCM/RBA: This shall be selected whenever an aircraft is MC, but a PMCM maintenance discrepancy exists that does not affect RBA status.

f. PMCM/NRBA: This shall be selected whenever an aircraft is MC, but a PMCM maintenance discrepancy that makes the aircraft NRBA.

g. PMCS/RBA: This status shall be selected whenever an aircraft is MC, but a PMCS supply discrepancy exists that does not affect RBA status.

h. PMCS/NRBA: This status shall be selected whenever an aircraft is MC, but a PMCS supply discrepancy exists that makes the aircraft NRBA.

AMSRR Web - Microsoft Internet Explorer provided by NMCI

Address: https://navi.fl.navy.mil/AMSRRWeb/default.asp?ID=4193148

AMSRR Web

AMCR Data for: HMLA-775 (NEW MSGO SET)

**Edit AIRCRAFT**

BUNO: 60000     OB/DEP     TA/TD     PHASE /     Hours     Date

Side Number: 720     ECF Required?

TMS: AH-1W    MATCON: FMC

Status: A40    Location: \_\_\_\_\_

Reason: \_\_\_\_\_    Hours: 103.1    PHASE: PHASE A

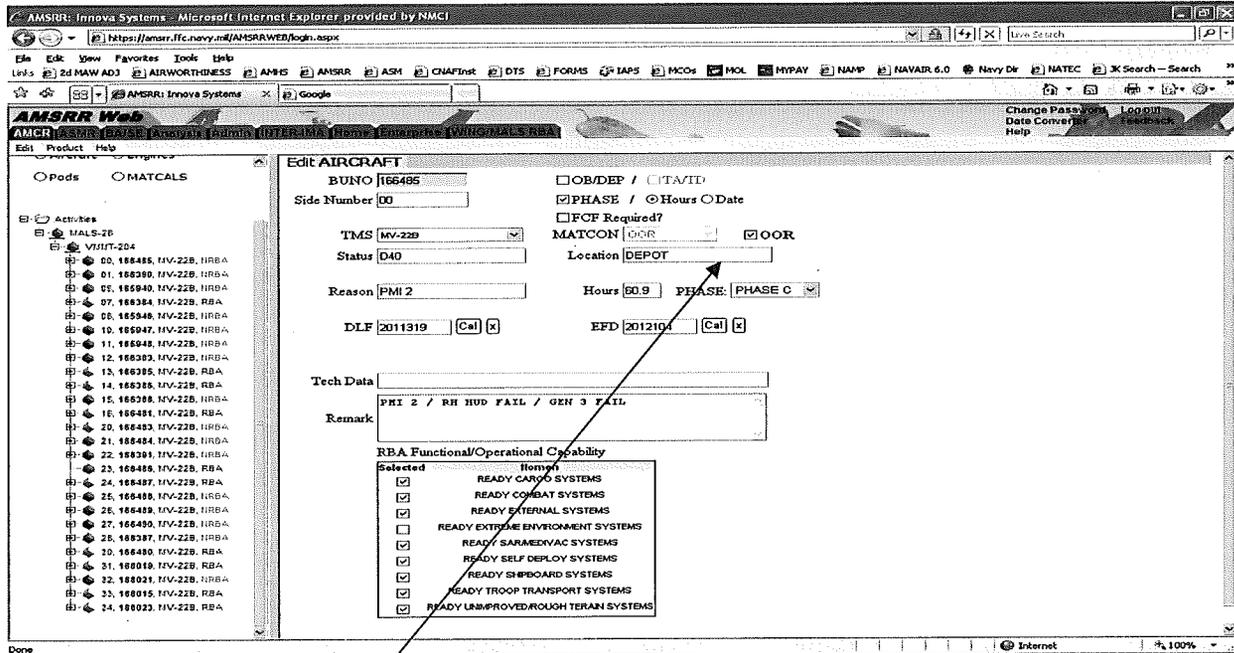
DLF: 2004314    Cal:     EPD: \_\_\_\_\_    Cal:

Tech Data: \_\_\_\_\_

Remark: \_\_\_\_\_

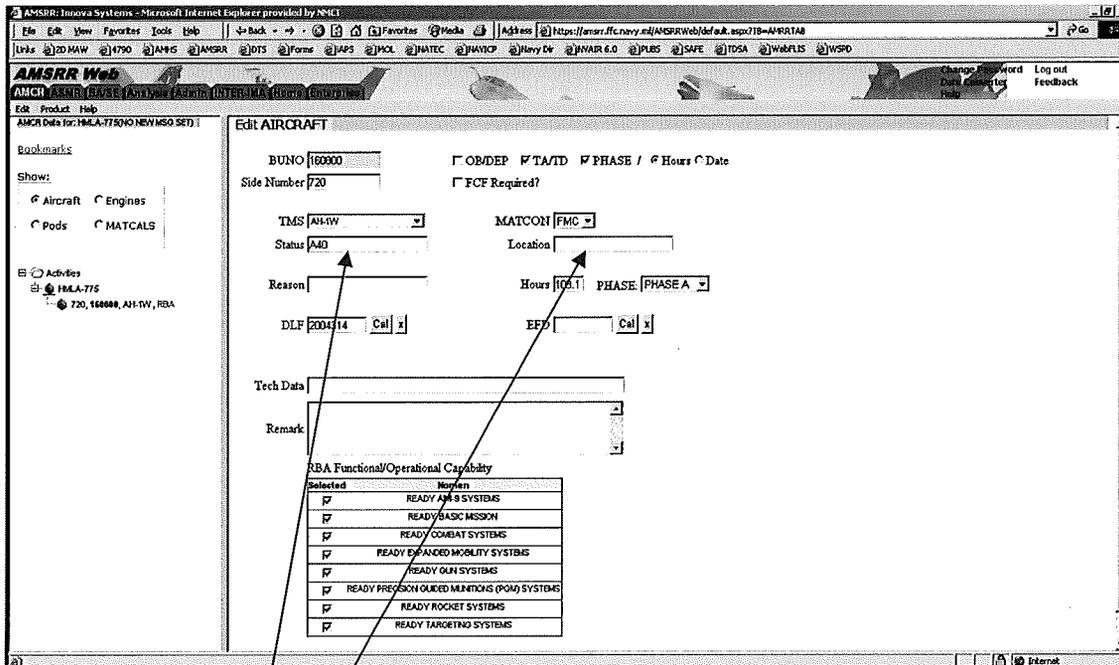
**RBA Functional/Operational Capability**

Selected	Human
<input checked="" type="checkbox"/>	READY AM-9 SYSTEMS
<input checked="" type="checkbox"/>	READY BASIC MISSION
<input checked="" type="checkbox"/>	READY COMBAT SYSTEMS
<input checked="" type="checkbox"/>	READY EXPANDED MOBILITY SYSTEMS
<input checked="" type="checkbox"/>	READY OAV SYSTEMS
<input checked="" type="checkbox"/>	READY PRECISION GUIDED MUNITIONS (PGM) SYSTEMS
<input checked="" type="checkbox"/>	READY ROCKET SYSTEMS
<input checked="" type="checkbox"/>	READY TARGETING SYSTEMS



2. Use the OOR check box to indicate an aircraft is out of readiness reporting status. Select this option only when and aircraft is out of reporting status for a depot level modification, depot level repair, or other valid reason as defined in Reference (a).

3. OOR status aircraft will be identified as OOR only when an XRAY changing the status has been completed in accordance with Reference (b).



(j) **Status** indicates the aircraft reporting status code. Fill out in accordance with Reference (b).

(k) **LOCATION** indicates the current physical location of the aircraft at the time the report is completed.

1. All aircraft must have an entry in this block.

2. Use "HOME" when an aircraft is at the squadron's home station; or when the squadron is on a scheduled deployment such as a MEU deployment, participation in the UDP, or on a combat deployment and the aircraft is at the deployed site. Also use "HOME" for aircraft undergoing depot level work at the home base of the squadron such as in-service repair or modification performed by a Fleet Readiness Center Field Team.

3. Use "DET" when the squadron is on a short duration deployment and the aircraft is at the deployed site.

4. Use the appropriate acronym or name of the commercial rework site when the aircraft is undergoing depot level maintenance work at one of the Fleet Readiness Centers or a commercial rework facility, eg. FRC-E, FRC-SW, Cecil Field.

5. When an aircraft is at a location other than those listed, indicate the general location, such as the city. Care must be taken to avoid disclosing specific operational or

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any classified location. When operating outside of the continental United States, consult the unit security manager for guidance. In instances when an aircraft location is classified use "OTHER".

The screenshot shows the 'Edit AIRCRAFT' form in the AMSRR Web application. The form contains the following fields and values:

- BUNO: 160800
- Side Number: 720
- TMS: AH-1W
- MATCON: FMC
- Status: AWD
- Location: [Empty]
- Reason: [Empty]
- Hours: 103.1
- PHASE: PHASE A
- DLF: 2004314
- EFD: [Empty]

Below the form is a table titled 'RBA Functional/Operational Capability' with the following columns: Selected and System Name.

Selected	System Name
<input checked="" type="checkbox"/>	READY AM-9 SYSTEMS
<input checked="" type="checkbox"/>	READY BASIC MISSION
<input checked="" type="checkbox"/>	READY COMBAT SYSTEMS
<input checked="" type="checkbox"/>	READY EXPANDED MOBILITY SYSTEMS
<input checked="" type="checkbox"/>	READY OLN SYSTEMS
<input checked="" type="checkbox"/>	READY PRECISION GUIDED MUNITIONS (PGM) SYSTEMS
<input checked="" type="checkbox"/>	READY ROCKET SYSTEMS
<input checked="" type="checkbox"/>	READY TARGETING SYSTEMS

(1) **Reason** indicates the primary discrepancy impacting MATCON.

1. If multiple discrepancies exist, list the pacing discrepancy (pacing discrepancy is the discrepancy with the longest ECD, or a discrepancy that, until corrected, limits performance of other maintenance actions).

2. Do not enter an ECD in this block.

3. Example Reasons

- a. Phase B Inspection
- b. Leaking Hydraulic Pump
- c. Remove and Replace #1 Engine

Enclosure (2)

**AMSRR Web**  
 AMCR AMSRR BAISE (Analysis) Admin INTER3MA (Rpt) Entry/7/15/12

**Edit AIRCRAFT**

BUNO: 160000     OB/DEP    TA/ID    PHASE /    Hours    Date  
 Side Number: 720     FCF Required?

TRM: AH-1W    MATCON: FMC  
 Status: A40    Location: \_\_\_\_\_

Reason: \_\_\_\_\_    Hours: 103.1    PHASE: PHASE A

DLF: 2004314    Cal:     EFD: \_\_\_\_\_    Cal:

Tech Data: \_\_\_\_\_

Remark: \_\_\_\_\_

**FBA Functional/Operational Capability**

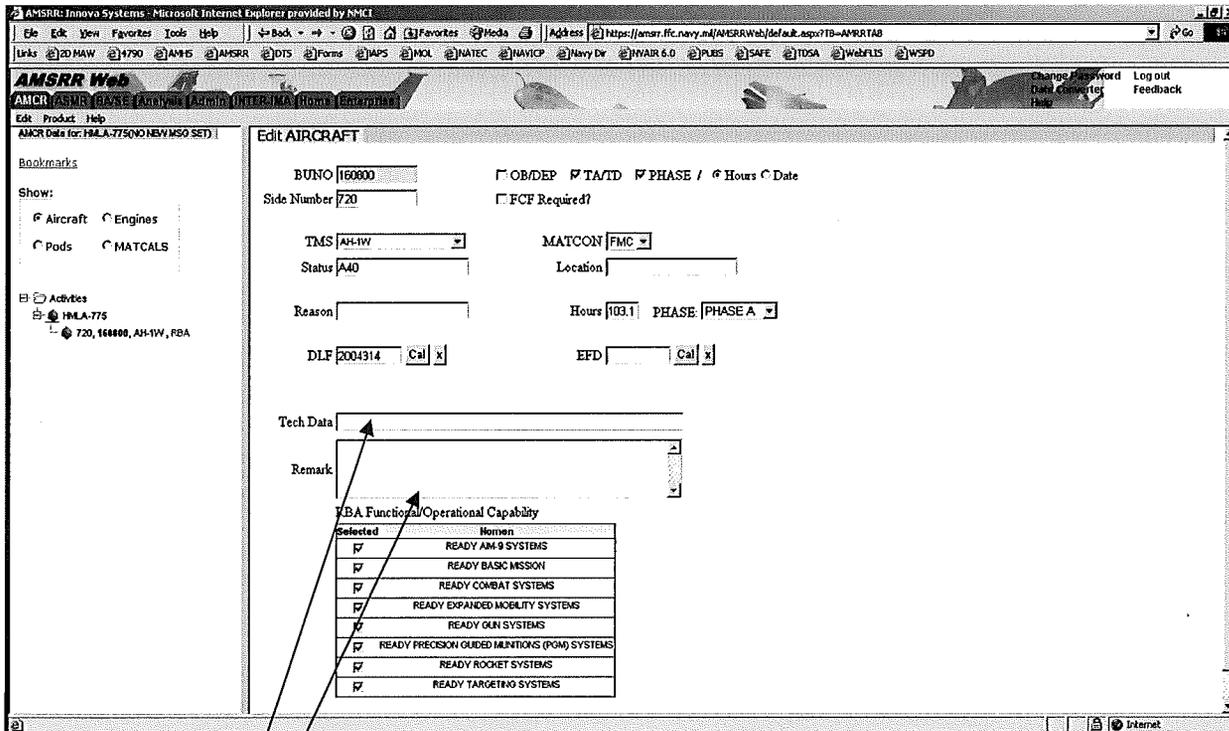
Selected	Item
<input checked="" type="checkbox"/>	READY AM-8 SYSTEMS
<input checked="" type="checkbox"/>	READY BASIC MISSILE
<input checked="" type="checkbox"/>	READY COMBAT SYSTEMS
<input checked="" type="checkbox"/>	READY EXPANDED MOBILITY SYSTEMS
<input checked="" type="checkbox"/>	READY GUN SYSTEMS
<input checked="" type="checkbox"/>	READY PRECISION GUIDED MUNITIONS (PGM) SYSTEMS
<input checked="" type="checkbox"/>	READY ROCKET SYSTEMS
<input checked="" type="checkbox"/>	READY TARGETING SYSTEMS

(m) **Hours:** Enter the hours remaining until the next phase inspection using NALCOMIS or OOMA data.

(n) **PHASE:** Select the next phase inspection due using the pull-down menu and NALCOMIS or OOMA data.

(o) **DLF:** Select the Date Last Flown as appropriate using NALCOMIS or OOMA data and the CAL button. This is required for all aircraft.

(p) **EFD** indicates Estimated Fly Date. Use only for NMC aircraft. Select the estimated date an aircraft will be ready to fly using the CAL button. Base this estimate on the maintenance discrepancies ECDs and supply requisitions EDDs as well as other known constraints (i.e., weekends, work hours). Use the X button next to the CAL button to remove EFDs for all PMC and FMC aircraft.



(q) **Tech Data** is not required.

(r) **Remark** is a field provided to list amplifying information about the aircraft status. All NMC, PMC, and NRBA aircraft that do not have the degraded system clearly identified in a maintenance or supply discrepancy shall have remarks clarifying what system(s) are causing the NMC, PMC, or NRBA condition. Abbreviate as required, however information provided should be detailed enough to ensure all levels of the chain of command are aware of the status of the aircraft.

**Note:**

The AMSRR Web application is not approved for listing detailed aircraft locations, operational commitments, or mission information. Observe operational security when completing the remarks field.

1. Long Term Down (LTD) aircraft shall be indicated as follows in accordance with Reference (c). If an aircraft is LTD, these remarks shall be entered first in the Remarks Field.

a. Enter "LTD" for any aircraft that has not flown in 60 or more days. Exclude OOR aircraft. Immediately upon an OOR aircraft returning to a reporting status, LTD shall be entered in the Remarks Field.

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b. For aircraft that are in the post OOR 30 day grace period as defined in Reference (c), include the statement "GRACE PERIOD" and the date the grace period ends. Example: LTD GRACE PERIOD ENDS 100520.

2. Enter a brief description of the "pacing" discrepancy if more than one maintenance discrepancy is listed for that aircraft; after LTD information.

3. If an aircraft is undergoing an In Service Repair (ISR), provide a description of the repair. Example: ISR FIRE DAMAGE.

4. If an aircraft is undergoing modification, provide the technical directive number and a description of the modification. Example remarks for an aircraft undergoing modification for Airframes Change (AFC) 270 incorporation of Multifunction Information Distribution System: MOD AFC-270/MIDS.

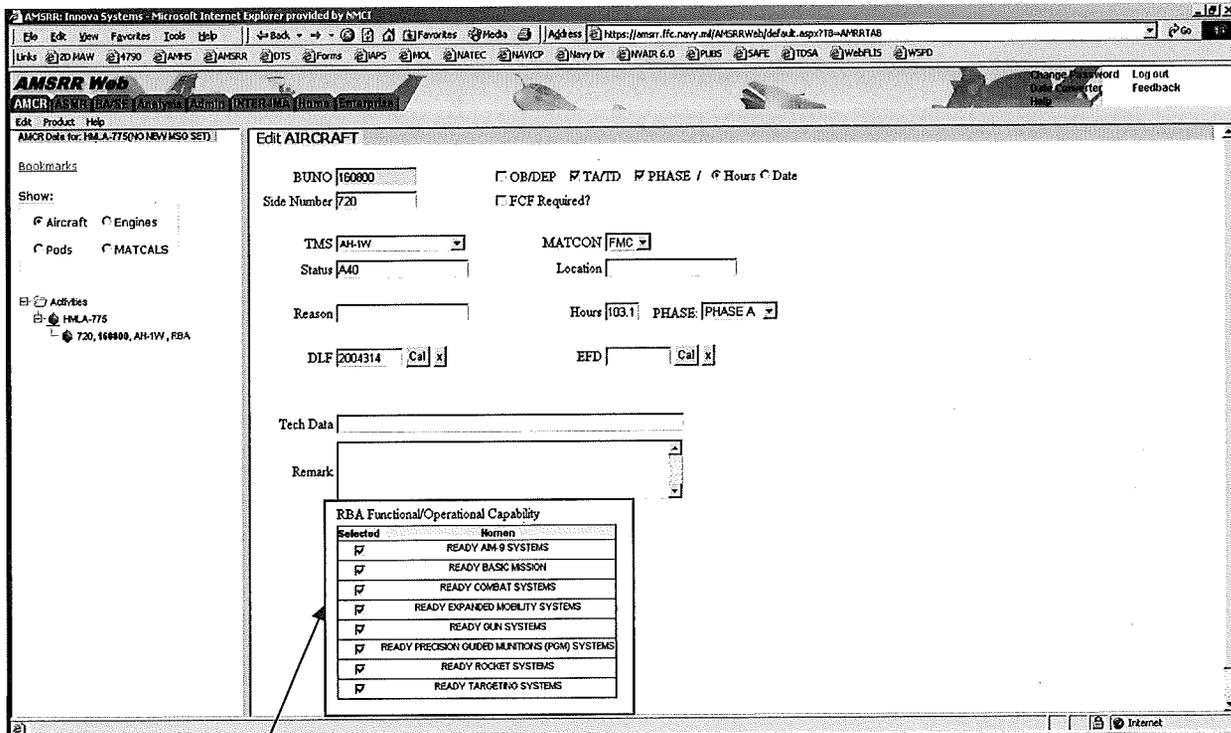
5. If an aircraft is undergoing a major inspection, provide the inspection information. Example remarks for an aircraft undergoing a Phase D inspection and a 364 Day Special Inspection (DSI): PHASE D, 364DSI.

6. If an aircraft requires an FCF, indicate the profile (PRO). Example: FCF PRO-A or FCF-Partial

7. Provide other information on discrepancies as appropriate. Example for an aircraft requiring removal and replacement (R&R) of a number 1 hydraulic pump, and troubleshooting of inoperative communication while the aircraft is undergoing a Phase D inspection: R&R #1 HYD PUMP, TROUBLESHOOTING COMM INOP, PHASE D.

8. ECDs are not required for this block but may be used for clarification purposes, however ECDs on individual discrepancies must be reviewed and accurate.

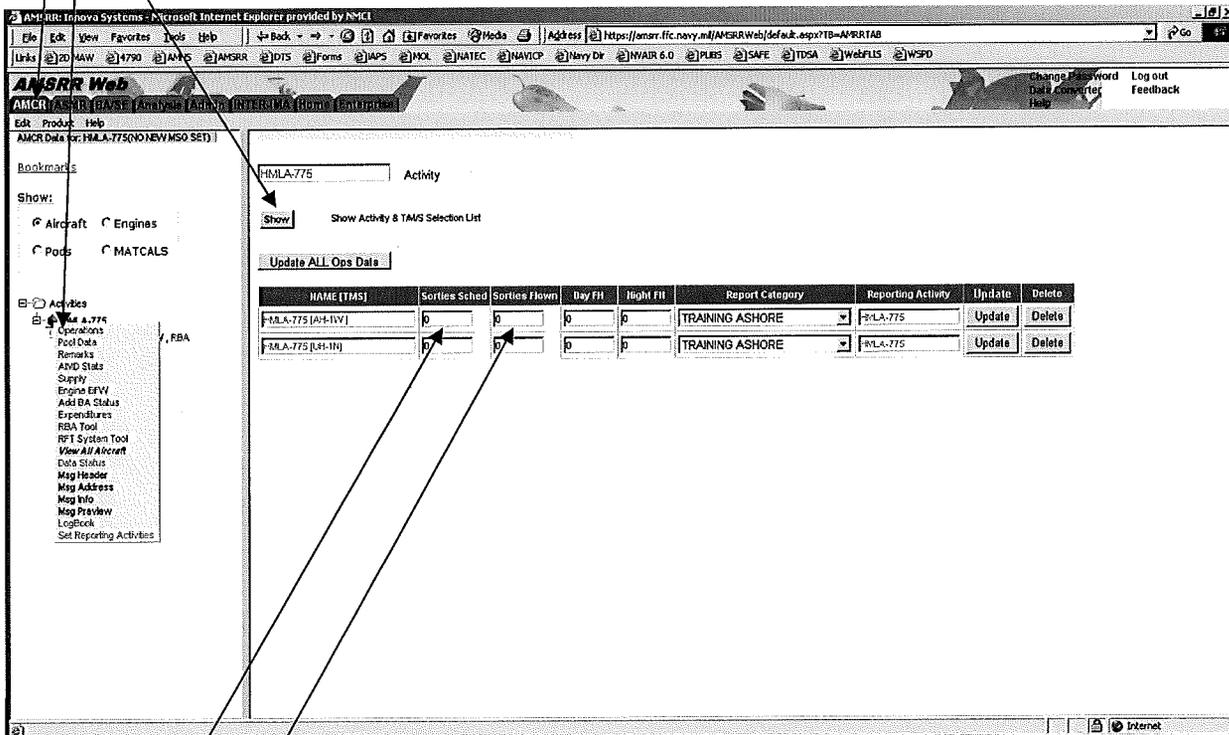
Enclosure (2)



(s) **RBA Functional/Operational Capability** check boxes are used to indicate what RBA capability of an aircraft is impacted by listed discrepancies. Un-check the appropriate box to indicate that one of the listed systems is inoperative making the aircraft incapable of executing that mission.

6. **Updating Operations Data.** Operations information is updated daily using the following procedure:

- a. Select the *AMCR* tab.
- b. If *MALS-XX* is listed, click the *+* to the left. This exposes the squadron.
- c. Left click the squadron designation. This exposes a pull down menu. Select *Operations*.
- d. Complete the data fields using information from *NALCOMIS* or *OOMA* about the previous day's flight operations.
- e. Squadrons with multiple *TMS* of aircraft will have a line for each *TMS*. If all assigned *TMS* of aircraft are not visible, the **Show** button can be used to select a *TMS*.



(1) **Sorties Sched:** Enter the number of sorties scheduled the previous day. Sorties added after the schedule was signed such as FCFs shall be counted as scheduled sorties.

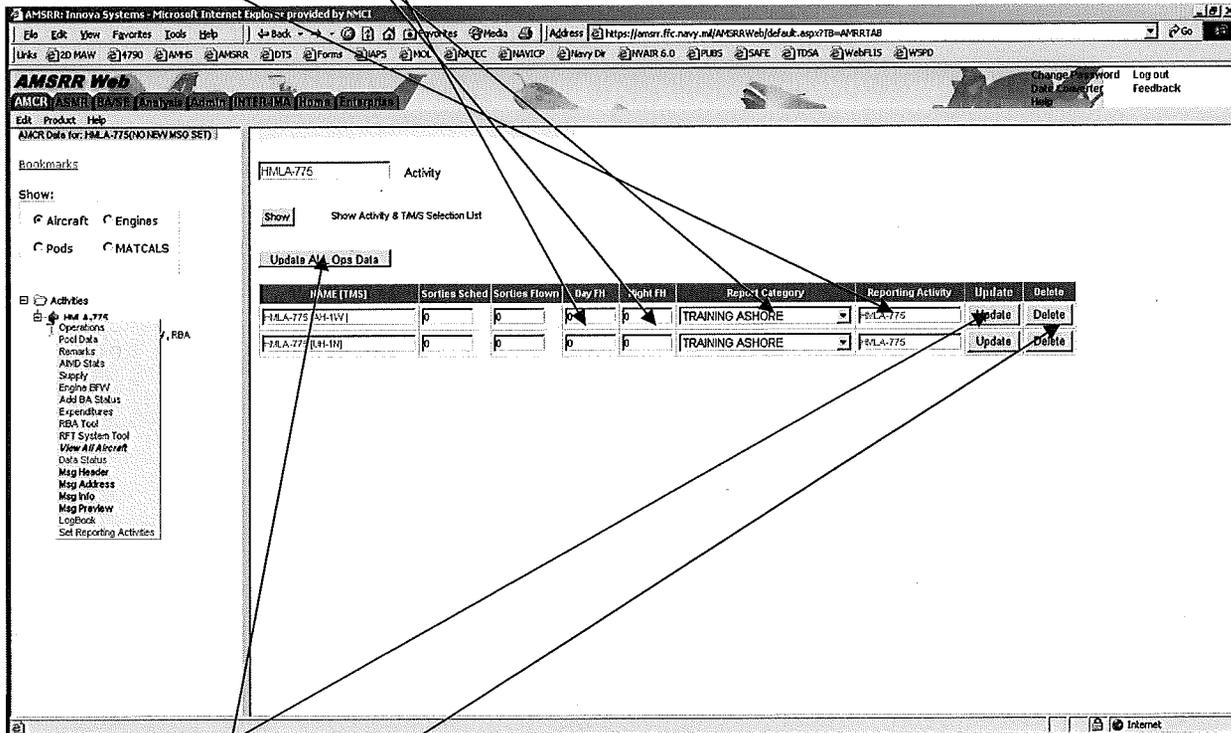
(2) **Sorties Flown:** Enter the number of sorties completed.

(3) **Day FH:** Enter the number of day Flight Hours (FH) completed.

(4) **Night FH:** Enter the number of night FH completed.

(5) **Report Category:** Use the pull down menu to select the appropriate category of operations completed as provided by the Operations Department.

(6) **Reporting Activity** cannot be edited.



(7) Use the **Update** button to update each TMS of aircraft separately.

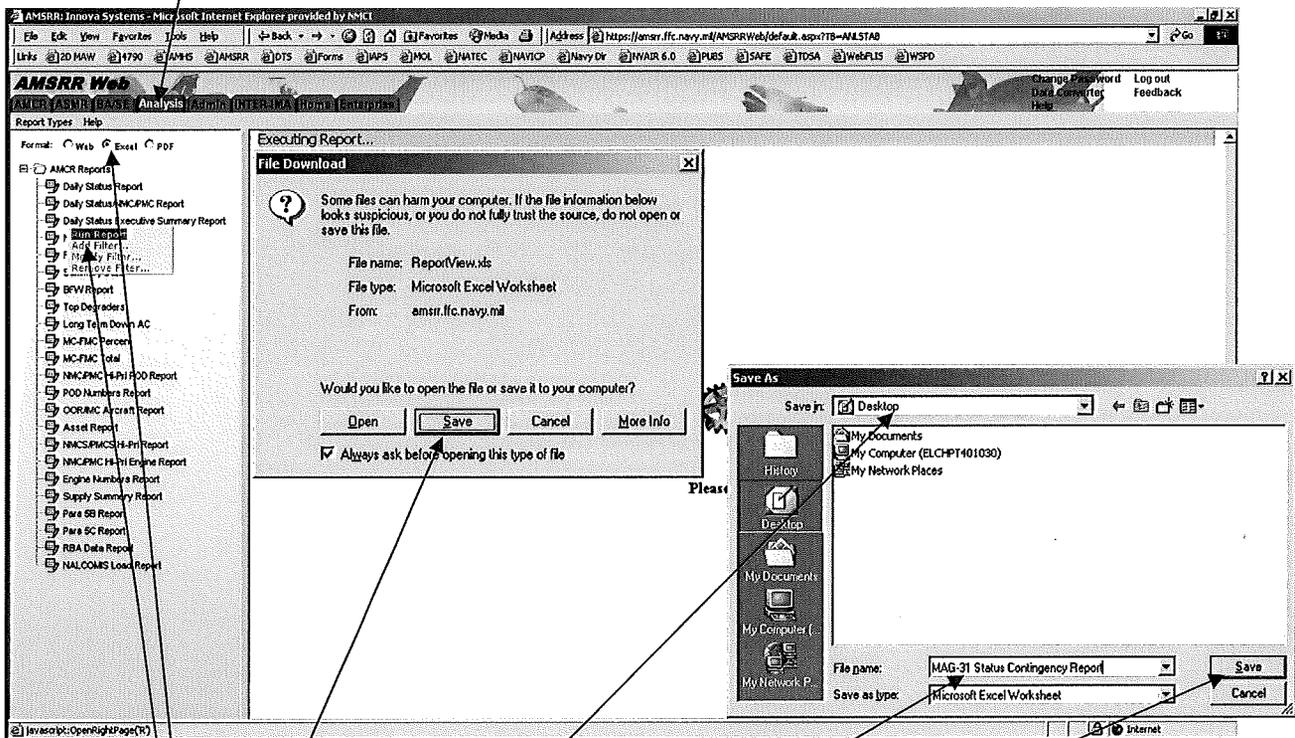
(8) The **Delete** button may be used to remove that TMS from the list.

(9) Use the **Update ALL Ops Data** button to update all TMS of aircraft simultaneously.

## 7. Download Reports from the AMSRR Web.

a. MALS Maintenance Administration can download the Daily Status Executive Summary Report to achieve an editable worksheet in the format of Enclosure (3).

(1) Click the *Analysis* tab.



(2) To the right of **Format:** select *Excel*.

(3) Left click *Daily Status Executive Summary Report*.  
Select *Run Report*.

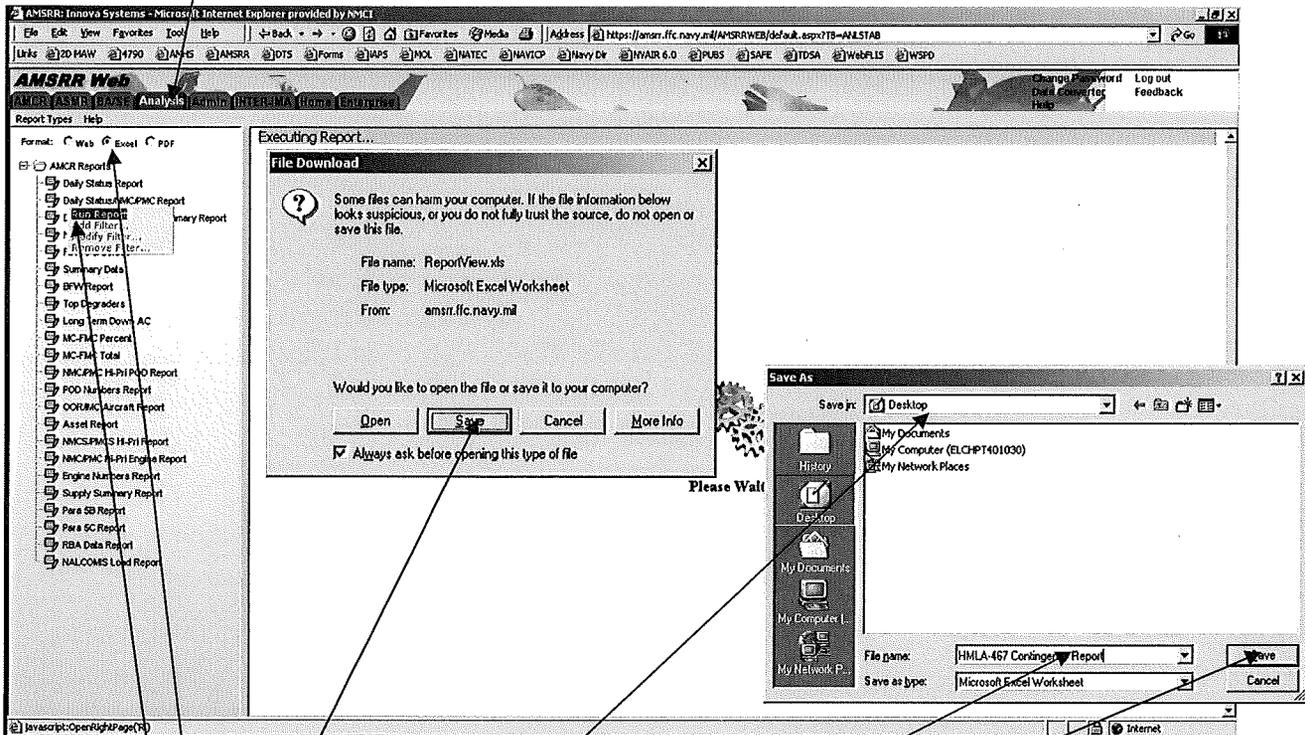
(4) When the **File Download** dialogue box appears click *Save*.

(5) When the **Save As** dialogue box appears, choose a location that can be accessed when network connectivity does not exist. Name the report "MAG-XX Status Contingency Report" (in place of XX, use appropriate MAG number such as MAG-31). Leave **Save as type** defined as *Microsoft Excel Worksheet*. Click the *Save* button.

Enclosure (2)

b. Squadron MMCOs can download the Daily Status Report to achieve an editable worksheet in the format of Enclosure (4).

(1) Click the *Analysis* tab.



(2) To the right of **Format:** select *Excel*.

(3) Left click *Daily Status Report*. Select *Run Report*.

(4) When the **File Download** dialogue box appears click *Save*.

(5) When the **Save As** dialogue box appears, choose a location that can be accessed when network connectivity does not exist. Name the report "HMLA-XXX Status Contingency Report" (use the appropriate squadron designation). Leave **Save as type** defined as *Microsoft Excel Worksheet*. Click the *Save* button.

Sample MAG Status Contingency Report

Daily Status Executive Summary Report																	
MALS-31	TMS		ASN	IR	OOR	MC	Last Message:		RBA	04/10/2009		from	MALS-31	FMC%	NMC%	PMC%	TFH
Unit	FA-18A+	FA-18C	FA-18C	FA-18C	FA-18A+	FA-18D	MC	FMC	RBA	NMC	PMC	from	MC%	FMC%	NMC%	PMC%	TFH
VMFA-115	18	10	10	8	8	8	7	5	1	1	1	80.0	70.0	10.0	10.0	0.0	0.0
VMFA-122	12	10	10	2	2	10	10	10	0	0	0	100.0	100.0	0.0	0.0	0.0	0.0
VMFA-251	13	9	9	4	4	7	5	7	2	2	2	77.8	55.6	22.2	22.2	12.2	12.2
VMFA-312	12	9	9	3	3	9	6	8	0	0	3	100.0	66.7	0.0	0.0	33.3	5.2
VMFA-312	3	0	0	3	3	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
VMFA(AW)-533	19	13	13	6	6	11	9	10	2	2	2	84.6	69.2	15.4	15.4	3.9	3.9
Totals:	77	51	51	26	26	45	37	40	5	5	8	88.2	72.5	9.8	15.7	21.3	21.3

Sample Squadron Status Contingency Report

Daily Status Report																								
VMFA(AW)-XXX (MALS-31)																								
Unit	TMS	ASN	IR	QOR	OBIDEP	TAJTD	MC	IMC	from	MALS-31	FMC	NMC	OBIDEP	TAJTD	OBIDEP	NMCS	PMCS	TAJTD	STATUS	LOCATION	EFD	PHASE	Remarks	
VMFA(AW)-	FA-18D	13	10	3	10	4	9	7	1	2	5	0	0	2	0	0	0	0	2	A10	HOME	09/01/09	B/42.2	PMI-1 / AFC-444 / ECD 09/01/09
XXX																								
	Totals:	13	10	3	10	4	9	7	1	2	5	0	0	2	0	0	0	0	2	A10	HOME	9.2	B/57.4	WTI / RWR DEGD
		MC%	90.0	FMC%	70.0	0	Day FH:	9.2	Ngt FH:	0.0	0	0	0	0	0	0	0	0	0	A10	HOME	0.0	A/134.4	WTI
VMFA(AW)-XXX (MALS-31) - VMFA(AW)-XXX																								
MODEX-BJNO	TMS	MC	FMC	RBA	DLF	MATCON	NMCS	PMCS	OBIDEP	TAJTD	STATUS	LOCATION	EFD	PHASE	Remarks									
00-165530	FA-18D	X	X	X	04/09/09	FMC	0	0	X	X	A10	OTHER		C/80.2	TOP GUN									
01-165413	FA-18D	X		X	03/30/09	PMCS/RBA	0	0	X	X	A10	OTHER		B/57.4	WTI / RWR DEGD									
02-165414	FA-18D				02/22/08	OOR	0	0			G30	DEPOT	09/25/09	A/36.5	ISR ENG HEAT DAMAGE / CLC / NORIS ECD 9/25/09									
03-165527	FA-18D	X	X	X	04/08/09	FMC	0	0	X	X	A10	OTHER		A/134.4	WTI									
04-165687	FA-18D	X		X	04/10/09	PMCS/RBA	0	2	X	X	A10	OTHER		D/104.9	WTI / CIT ANTENNA / ALE-47 SEQUENCER									
05-165411	FA-18D				04/02/09	OOR	0	0			D40	DEPOT	09/01/09	B/42.2	PMI-1 / AFC-444 / ECD 09/01/09									
07-164687	FA-18D	X	X	X	04/13/09	FMC	0	0	X	X	A10	HOME		D/62.1										
09-164672	FA-18D	X	X	X	03/05/09	FMC	0	0	X	X	A10	HOME		C/208.0										
11-164682	FA-18D				03/31/09	OOR	0	0			G31	HOME	04/16/09	D/163.3	P&E TO REPLACE LH OUTER WING PANEL OUTBOARD									
															AILERON SUPPORT HINGE HALF ASSEMBLY ECD									
															4/16/09 / COMM 2 INOP / GREY CABLE / EIBU									
12-164670	FA-18D	X	X	X	04/13/09	FMC	0	0	X	X	A10	HOME		B/15.6										
14-164650	FA-18D				04/12/09	NMCS	0	3	X	X	A10	HOME	04/17/09	B/202.1	PHASE A / RADAR DEGRADE / EIBU / PANEL									
15-164705	FA-18D	X	X	X	04/02/09	FMC	0	0	X	X	A10	HOME		B/196.0										
16-164682	FA-18D	X	X	X	04/13/09	FMC	0	0	X	X	A10	HOME		D/28.8										
MC/FMC		9	7	9		0	5		6	4														