NAVAIR 6.8.4
Naval Aviation Logistics Data Analysis System
Integrated Data Environment
(NALDA IDE)

Users Manual (UM) for
Aircraft Inventory and Readiness Reporting System
(AIRRS)

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Prepared by:

Spalding Consulting, Inc.
46610 Expedition Drive, Suite 201
Lexington Park, MD 20653

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Note: Recommended changes to this document can be initiated by submitting a Software Change Request (SCR) to the Configuration Control Board as described in the NAVAIR 6.8 Change Management Procedures.

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1.0 Scope

The Users Manual (UM) for Aircraft Inventory and Readiness Reporting System (AIRRS) records the planning and engineering information created during the development process. The UM describes how to use the software system for its intended purpose and directs the user's attention to various portions of the document that are applicable to the user's specific function.

1.1 Identification

This document describes the AIRRS application, Version 4.29.

1.2 System Overview

The purpose of AIRRS is to satisfy the requirement for up-to-date aircraft inventory, readiness data, and flight/utilization data for each aircraft in the Navy inventory. The AIRRS application takes advantage of automated system investments to eliminate costly message and manual reporting systems by providing on-line access to aircraft inventory, readiness, and flight utilization data stored in the Integrated Data Environment (IDE).

AIRRS provides receipt and input capabilities for the information stored uniquely for AIRRS. It also accesses information stored by other applications that support AIRRS functions.

AIRRS uses the following categories of information to perform its function.

- Inventory data provides detailed information on each individual aircraft in the Navy inventory such as Aircraft Controlling Custodian (ACC), Reporting Custodian, physical custodian (if different from reporting custodian), status, operating service life, engineering service life, hours in life, age distribution, and predicted retirement date based on various factors (e.g., operating service life, engineering service life, average utilization).
- Readiness data includes the Subsystem Capability and Impact Reporting data, tracking hours reported as Full Mission Capable (FMC), Mission Capable (MC), Partially Mission Capable (PMC), and Not Mission Capable (NMC) for each aircraft in the inventory.
- Flight/utilization data for aircraft and flight simulators are reported by the Naval Flight Record Subsystem (NAVFLIRS) are available via the RT79 monthly summary record as processed by the Aviation Maintenance and Material Management (AV3M) system.

AIRRS operates in a Web-based environment with users accessing the application through Internet Explorer 6.0 (or higher) and communicating with the centrally located database server via the Naval Aviation Wide Area Network (NAVWAN).

AIRRS provides on-line data access and report generation capabilities. Additionally, AIRRS provides ad hoc query capability allowing users to generate unique reports that are not initially provided by the application.

The following is an overview of the features currently provided by AIRRS. Table 1 provides a list of the reports available in AIRRS.

Table 1. AIRRS Reports

Report	Description
Five Year Attrition	The Five Year Attrition report gives the aircraft inventory over the last 5 years. It uses the inventory data to calculate percentages of aircraft loss from year to year.
RT79 Nonreporting Units	The RT79 Nonreporting Units report displays a report, which shows RT79 data that has not been received by AIRRS for each unit and Bureau Number (BUNO). Reporting requirements are established by each Type Commander (TYCOM) per COMNAVAIRFORINST 4790.2 series.
QHIL Nonreporting Units	The Quarterly Hours in Life Report Nonreporting Units report displays a report, which shows Quarterly Hrs in Life data that has not been received by AIRRS for each unit and BUNO. Quarterly Hrs in Life are required on a quarterly basis that has been established per CNAF message DTG 080025ZSEP08.
Change in Inventory by Quarter	Displays the changes in an inventory over selected quarters.
Class and Command Summary	Shows the aircraft breakdown of OPNAVINST 5442.2 series Table 9 per the selection in Generalized Query Tool and orders the results by Class and Command.
Class, Command and TMS Summary	Shows the aircraft breakdown of OPNAVINST 5442.2 series Table 9 per the selection in Generalized Query Tool and orders the results by Class, Command, and Type/Model/Series (TMS).
Class, Command, Unit and TMS Summary	Shows the aircraft breakdown of OPNAVINST 5442.2 series Table 9 per the selection in Generalized Query Tool and orders the results by Class, Command, Unit, and TMS.
TMS Summary	Shows the aircraft breakdown of OPNAVINST 5442.2 series Table 9 per the selection in Generalized Query Tool and orders the results by TMS.
Inventory by Age	Displays the age of the inventory and the number of aircraft that are at a certain age. Aircraft in this chart that are less than 1 year old fall under the 1 year old category to keep the inventory accurate.
Inventory by TMS	Shows the number of aircraft that are in the inventory per the selection created in the Generalized Query Tool.
Pipeline by Model (L-17)	A summary report sorted and summarized by Class and TMS. The report is limited to Active aircraft only. Pipeline Percent = Total Pipeline/Total Operating.
Pipeline by Model (L-17A)	Identical to L-17, except for the capability to show a range of Fiscal Year (FY) quarters instead of only 1 quarter.
Total Inventory Summary	Total Inventory Summary *s*ummarizes aircraft status codes as per Table 9, OPNAVINST 5442.2 series.

The ad hoc query tool is a query-by-example interface, which allows the user to custom design reports for specific uses. The user places the query criteria information into cells in a spreadsheet-like grid. The search engine then uses that information to select records from the data set that contain data in the corresponding fields conforming to the selection rules. The tool allows the user to pick from several different data sets. Table 2 shows the data sets currently available.

Table 2. Available Data Sets

Data Set	Description
AIRRS History data	Contains a "Snapshot" of the Aircraft Inventory and Status at the end of each quarter.
RT79 data	Contains the data from all Record Type 79 records.
XRAY/Audit data	Contains the data from all Aircraft Custody Status Change Report (XRAY)/Audit records.
Quarterly Hrs in Life data	Contains the aircraft time since new data as reported at the end of each quarter.
Organizations data	Contains the historical and current Organization data.
Aircraft Custody data	Summarizes the custody history of all aircraft.
Latest Aircraft Info Daily data	Contains the latest posted info reported in XRAYs as of 0800 EST.
IMC data	Identifies Integrated Maintenance Concept (IMC) aircraft and its IMC information.

Data Update and Validation

- Three times daily update of receipt of XRAYs message data.
- Validation, on-line review and correction, and posting of received XRAYs.
- On-line input, validation, and review of Quarterly Hrs in Life entries.
- Validation, on-line review and correction, and posting of received RT79s.

System Administration

- On-line management, for authorized users, of location, organization, capability goals, type equipment codes (TECs), addition of aircraft to the inventory, and strike list entry and approval.
- On-line user help feature.

Figure 1 identifies the systems that supply data to AIRRS, the types of customers who use the data, and the flow of data among them.

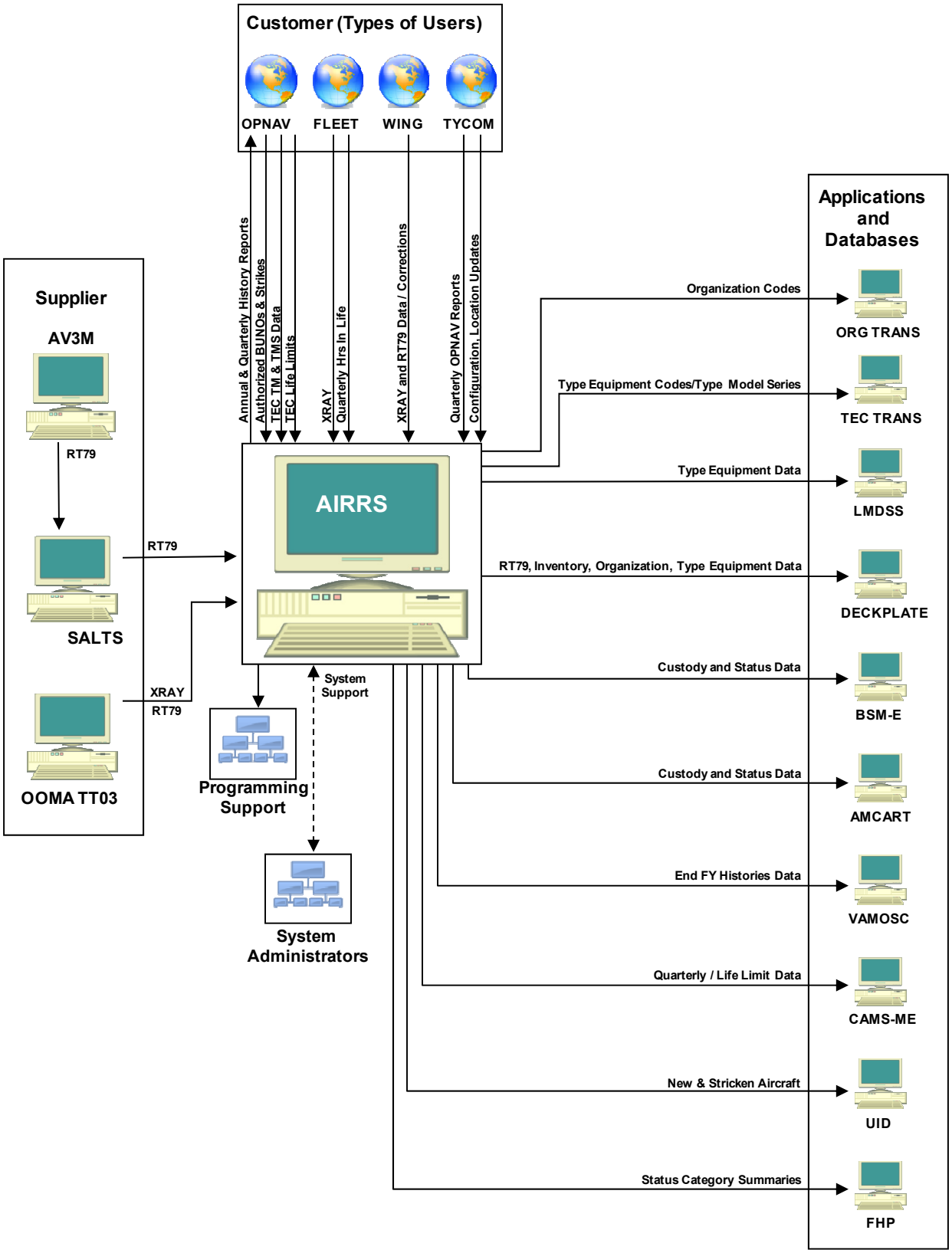


Figure 1. AIRRS System Domain Overview

1.3 Document Overview

The UM is organized by usage. Section 5.0 Getting Started is organized by toolbar order. The toolbar view is restricted by user role. AIRRS has four user types:

- OPNAV
- TYCOM
- Wing
- Fleet

TYCOM and OPNAV roles have the most privileges. The Fleet role only permits viewing of posted records, canned reports, and input for Quarterly Hrs in Life. The Wing role has the same permissions as the Fleet role, but the user can enter and update XRAY, Quarterly Hours in Life, and RT79 records.

For an understanding of frequently used acronyms and terms, refer to Section 9.0. The AIRRS Point of Contact (POC) is identified in Appendix A. Appendix B contains a summary of changes from the AIRRS Client Server.

2.0 References

For a complete list of system-wide references, refer to the Reference Document (RD) for AIRRS (Document Number 6141).

3.0 Intended Audience

The UM is intended for general Fleet users, system maintainers, TYCOM users, OPNAV users, and Wing users. This UM assumes a familiarity with a Personal Computer (PC) and the Windows operating system, and covers the total functionality of the AIRRS application.

4.0 General Concepts and Conventions

4.1 Data

The IDE is an umbrella program intended to incorporate and integrate a variety of Naval Aviation logistics data systems into a single data repository. In the AIRRS context, a transaction item is an individual occurrence of one of the several AIRRS data inputs. The AIRRS software receives XRAYs, and RT79 records, and manual data inputs from OPNAV, TYCOMs, and Wing users. A transaction item is considered to be a single data input, either automated or manual, and each transaction item is processed per specification referenced in the COMNAVAIRFORINST 4790.2 (series).

A data element is an individual piece of data that composes a transaction item received by the AIRRS software (e.g., an XRAY record, consisting of numerous data elements including Serial Number [SERNO], Bureau Number [BUNO], ACC Command Code, Status Code, Permanent Unit Code [PUC], Action Date).

4.1.1 Data Interfaces

The following describes the AIRRS data interfaces to other IDE applications:

Data Input

1. XRAYS are received asynchronously via NALCOMIS OOMA, manual input, or Naval message. The COMNAVAIRFORINST 4790.2 (series) is the authoritative source for XRAY submission. XRAY data is extracted from OOMA three times a day prior to the XRAY Naval messages parsing. XRAY Naval message data and (OOMA) XRAY extract are then passed through a validation process. XRAYs submitted via the Web application are validated after selecting the Save button. The Type Wings or TYCOMs correct data that fails validation prior to posting.

2. AIRRS receives RT79 data through SALTS after the Micro AV3M system has summarized maintenance information into an RT79 Format. RT79 data received monthly via SALTS transmissions generated by local Data Services Facilities per COMNAVAIRFORINST 4790.2 (series) is parsed and passed through validation criteria. OOMA RT79 data is processed and extracted monthly. Once loaded into the database, the data also passes through validation criteria. Valid data is immediately posted to the database. Invalid data requires correction by the Type Wings or TYCOMs prior to posting.

3. Quarterly aircraft time since new is reported via the Web application. The time since new and valid XRAY data posted 'as of' the end of the quarter are used to generate Quarterly Histories data. Quarterly Histories data is static and does not change once generated. It is viewable through the Inventory Reports menu selection.

4. The TYCOMs have final approval authority on the validity of the XRAY, Quarterly Hrs in Life. and RT79 data.

4.1.2 User Roles

User access is controlled through roles assigned by the AIRRS system manager. User roles are associated with a log on userid and allow access to certain system functions, as shown in Table 3.

Table 3. AIRRS User Role Definitions

Function	OPNAV	NAV MASSO	TYCOM	Wing	Fleet	DBA	LRM
Assign Local Role Manager						C, R, U, D	
Assign Local User Roles							C, R, U
Squadron (New Organization Code)	C, R	C, R, U	C, R				
Assign Squadron/Wing/ TYCOM	C, R	C, R, U	C, R				

Function	OPNAV	NAV MASSO	TYCOM	Wing	Fleet	DBA	LRM
Wing	C, R	C, R, U	C, R				
Capability Goals	C, R	C, R, U	C, R				
Class	C, R	C, R, U	C, R				
Subclass	C, R	C, R, U	C, R				
Commands	C, R	C, R, U	C, R				
BUNOs, add to inventory	C	C, R, U					
TEC TM	C, R	C, R, U					
TEC TMS	C, R	C, R, U					
TEC Engines	C, R	C, R, U					
TEC Training	C, R	C, R, U					
TEC TMS/Mfg Parts	C, R	C, R, U					
TEC Life Limits	C, R	C, R, U					
Location Names/ Variations	C, R	C, R, U	C, R				
Organization Names/ Variations	C, R	C, R, U	C, R				
BUNO Special Characteristics		C, R, U	C, R				
Strike Authorizations	C, R, U		C, R, U				
XRAYs			C, R, U, L, O	C, R, U			
Quarterly Hrs in Life			C, R, U, L, O	C, R, U	C, R, U		
RT79s			C, R, U, L, O	C, R, U			
IMC Data			C, R				
Reports	R	R	R	R	R	R	

Key: C = Create D = Delete R = Read U = Update L = Logical Delete O = Override Errors

5.0 Getting Started

5.1 System Requirements

AIRRS operates in a Web-based environment in which users access the application through Internet Explorer 6.0 or greater. The application communicates with the centrally located database server via the NAVWAN or dial-up connectivity. AIRRS provides on-line data input, access, and report generation capabilities, as well as an ad hoc query capability that allows users to generate unique reports not initially provided by the application.

5.2 Applying for a Userid

The Naval Air Systems Command (NAVAIR) System Administration Team (AIR 6.8.4) holds the responsibility for the security of the AIRRS application. To apply for a userid and password, obtain and complete an on-line registration form.

On-line access registration is available on the NALDA logistics home page at *http:/www.navair.navy.mil/logisitcs.*

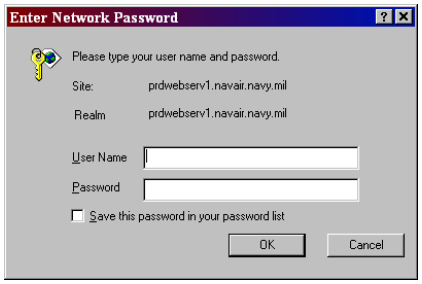
Select the SUPPORT tab at the top of the page then select ACCESS INFORMATION Link. A Department of Defense (DoD) Common Access Card (CAC) is required for access to the Web site.

Assignment of userids and passwords generally takes 2 to 4 working days. Once an account has been established, notification will be sent via email.

5.2.1 Log On

A Department of Defense (DoD) Common Access Card (CAC) is required for access to the Web site. To log on to AIRRS:

1. Type the AIRRS Web address, *https://prdwebserv1.navair.navy.mil/airrsweb*, into the IE 6.0+ address box and click Go or press Enter. The Login Dialog Box opens. A link to the application can also be found at *http://www.navair.navy.mil/logistics*



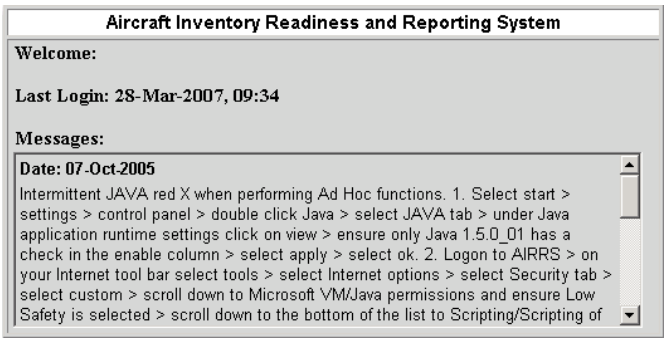
2. Enter the userid in the User Name field. Press Tab to move the cursor to the next field.
3. Enter the Password in the Password field. Click OK, or press Enter.
4. If the userid and password are valid, access to AIRRS is granted, with function privileges associated with the assigned User Role.

AIRRS shows the following log on error messages for the reasons indicated:

1. **Error:** "An error occurred with your account when logging into the database. Please contact the NALDA help desk and ask them to look into your AIRRS database account."
   Cause: Either the user does not have an Oracle account on the database or the password is different than the user's AIRRS password. The two passwords must match.
2. **Error:** "An error occurred while attempting to log into the database. Please contact the NALDA help desk."
   Cause: The database, server, or network is down or experiencing problems. The error is unrelated to the user's account.

5.2.2 System Messages Form

When the AIRRS login connection process is complete, the System Messages Form opens. The System Messages Form contains current messages controlled by the AIRRS Project Manager.

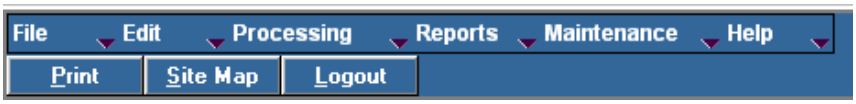


5.3 System Functions and Interactions

AIRRS software provides a main or top-level menu containing the primary function categories. The menus and functions available in AIRRS are accessible according to an assigned user role. Menus and functions that are not available to an assigned role will not appear as options.

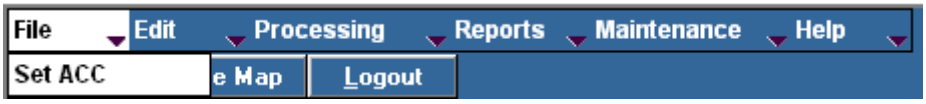
5.4 Toolbar

The AIRRS toolbar provides one-click access to the more commonly used system functions. The following illustrations show the menus for the TYCOM/Wing/OPNAV users and the Fleet users, respectively.



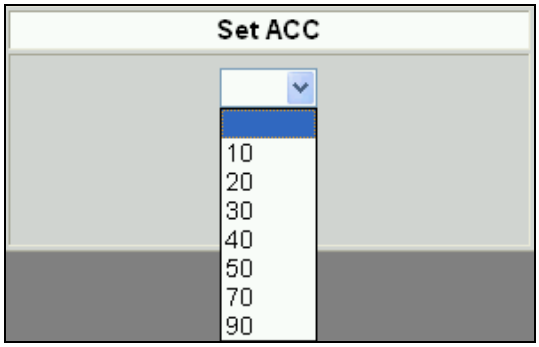
5.5 File Menu

The following illustration shows the AIRRS File Menu for TYCOM, Wing, and OPNAV users.



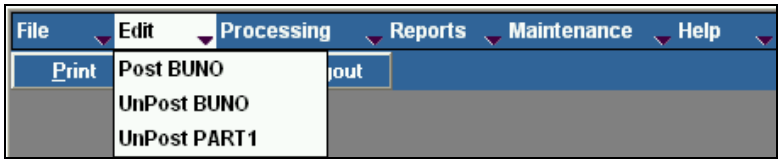
5.5.1 Set ACC

The Set ACC function allows the TYCOM, Wing, and OPNAV users to change their ACCs. To change the ACC, select File > Set ACC, select the ACC, and then click OK.



5.6 Edit Menu

Options on the Edit Menu vary depending on a user's authorized access. Users assigned a TYCOM role are the only users with access to the Edit Menu. TYCOM users have the ability to post and unpost BUNOs.



5.6.1 Post BUNO

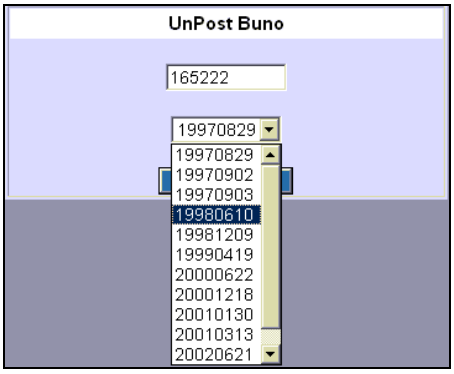
TYCOM users have privileges to use the Post BUNO option. To post the BUNO, type in the BUNO and click Post BUNO. The Post BUNO function causes all unposted, valid XRAYs of the selected BUNO to be posted. Unposted valid XRAYs are identified with a stat_flag = 'V'. Use this function if there is difficulty getting an XRAY to validate. It may not validate because the previous XRAY for the same BUNO may need to be POSTED.

5.6.2 UnPost BUNO

In order to process an XRAY that has been received an out of date sequence, it will be necessary to 'UnPost' a BUNOs XRAY records. To UnPost a BUNO, the TYCOM user types the BUNO in the UnPost Buno field and clicks Get Dates.

A drop-down list appears on the UnPost Buno Page, containing the posted BUNO dates. Select the earliest date to be unposted, and click UnPost BUNO.

Note: Do not UnPost XRAY records prior to: 19990101



The page will refresh and display "Buno Unposted Successfully". The record is viewable from the XRAY Summary page.

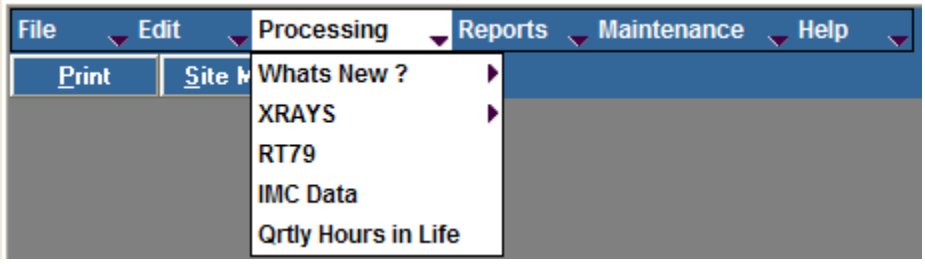
5.6.3 UnPost Part 1

To UnPost a Part 1, the TYCOM user types the PUC into the box, and clicks Get Dates. A drop-down list will contain the posted PUC dates. Select the earliest date to be unposted, and then click UnPost Part 1. UnPost Part 1 has the same look and feel as the Unpost BUNO function.

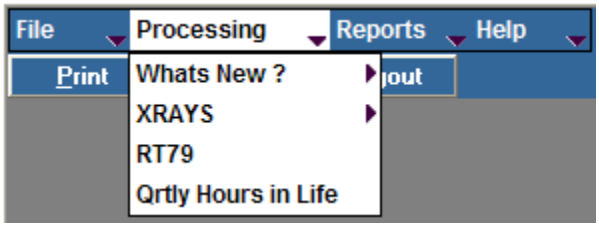
5.7 Processing Menu

TYCOM and Wing users have an expanded AIRRS Processing Menu. The following illustrations show menu options for TYCOM users and Wing users, respectively. The Fleet Role Processing Menu also provides access to the Quarterly Hrs in Life input page.

TYCOM View



Wing View



Fleet View

5.7.1 Processing Flag Descriptions

The Green flag means the particular record is in a valid or posted state.

- Valid means the record has passed all validation but has not been posted yet.
- Posted means the record has passed all validation and has been posted to the database.

The Red flag means the particular record is in an invalid state.

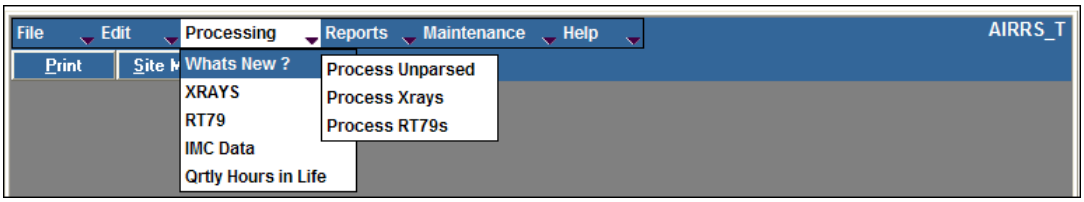
- Invalid means the record fails validation.

The Yellow flag means the particular record is in an awaiting validation, waiting validation, or stat_flag 'R'.

- Awaiting Validation is the state in which all new records enter the database prior to validation.
- Waiting Validation is the state in which the record has a prior invalid record that must be fixed before the record can be validated.
- R is the state in which the record has some problems that stop the validation and normalization process.

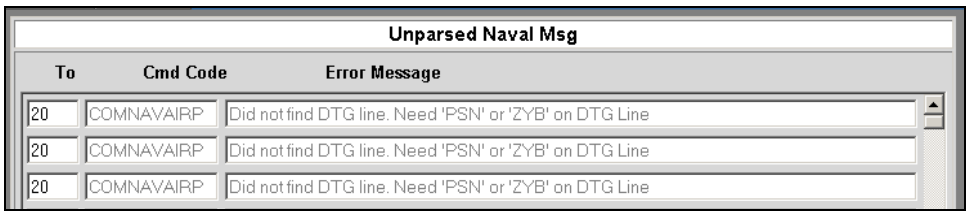
5.7.2 What's New Submenu

Set ACC as described in Section 5.4.1.1 prior to selecting any item from the What's New Submenu. The following illustration shows the AIRRS Processing >What's New Submenu for TYCOMs and Wings users, respectively.



5.7.2.1 Process Unparsed

Selecting the Process Unparsed option retrieves the unparsed new messages. Unparsed messages are XRAYs received via naval message format. When the naval message does not meet the parser's criteria the message is stored in the Unparsed until the format is corrected and resubmitted. To access the XRAY messages, double-click in the To field on the row desired. The following illustration shows the Unparsed Naval Msg Form.

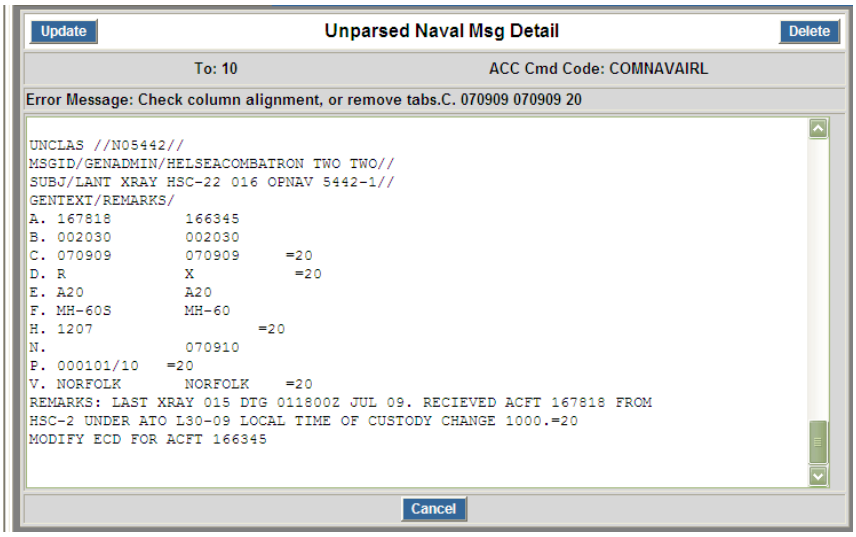


5.7.2.1.1 Update and Delete Unparsed Records

On the Unparsed Naval Msg Detail Window, you can use the update, delete, or cancel functions. Error messages are located beneath the Update button. If an error in the message requires updating to allow the message to parse, change the message information and then click Update. Clicking Update refreshes the window and the updated message will no longer be visible. The message will be reparsed at the next scheduled message load; 0800, 1200, or 1600.

To delete the record, click Delete. The window refreshes and the message is removed from the form.

Click cancel to cancel a function. The window refreshes and the message for which the function was being performed remains on the Form.

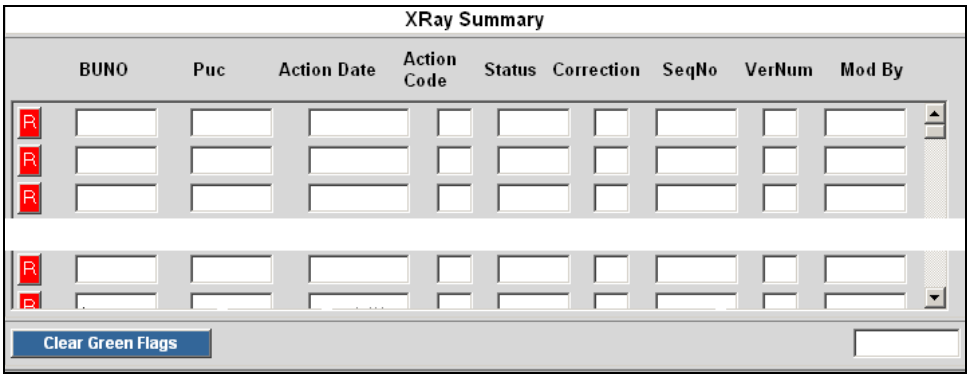


5.7.2.2 Process XRAYs

Selecting the Process XRAYs menu option displays the XRAY Summary for all XRAYs with a display state of KEEP.

To sort by a field, click on the field descriptor (e.g., to sort by BUNO, click on the word "BUNO").

TYCOMs can clear ALL green flags on the window by clicking Clear Green Flags. TYCOMs may clear individual green flags by clicking an individual green flag. Clearing the Green Flags will set the display state to DROP so the XRAY will no longer display on the XRAY Summary. To access the XRAY messages, double-click on the "BUNO" field in the row desired. The following illustration shows the XRAY Summary Window.



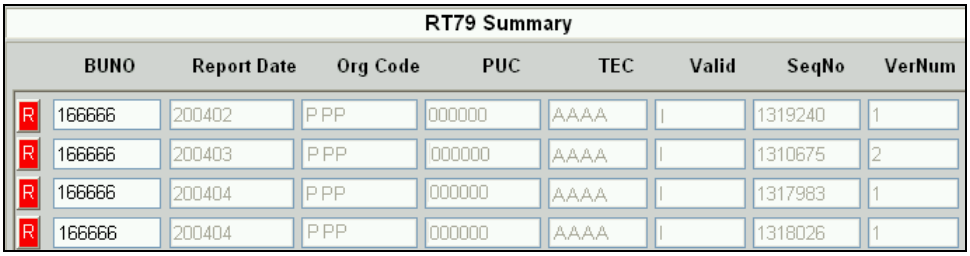
5.7.2.3 Process RT79s

Selecting the Process RT79s menu option opens the RT79 Summary for all the records in an INVALID state.

To sort by a field, click on the field descriptor (e.g., to sort by BUNO, click on the word "BUNO").

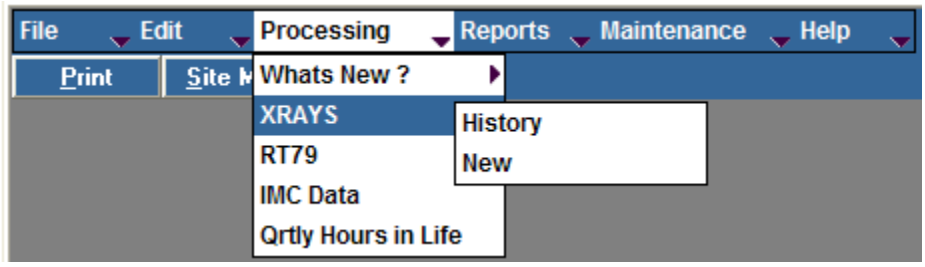
To access the RT79s messages, double-click the "BUNO" field in the row desired. See Section 5.7.7 for more information on the RT79s Detail Window.

The following illustration shows an example of the Process RT79 Summary Window.



5.7.3 XRAYS Submenu

The following illustration shows the AIRRS Processing XRAYS Submenu.



5.7.4 History

The History function opens the same window as Reports > Ad Hoc > Create New > XRAYS/Audits. See Section 5.8.1 for details on the AdHoc >Create New>XRAYS/Audits Function.

5.7.5 New

The New function opens the XRAY Detail Window, allowing entry of new XRAYs directly into the system. Enter the data for the XRAY into the correct fields, and then click Save. The XRAY will validate.

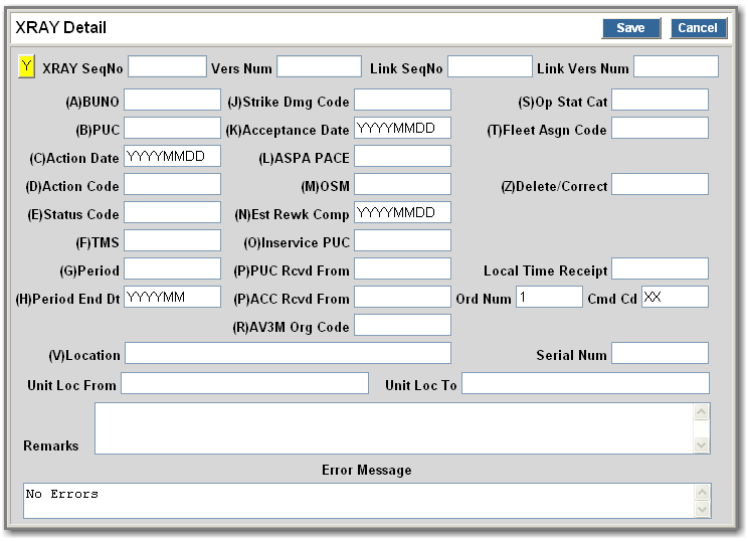
If the validation passes, a green flag appears.

If a validation error occurs, a red flag appears in the upper left corner of the window and the invalid fields will be highlighted in red. Click to select a field highlighted in red to see a description of the error in the Error Message field.

A yellow flag indicates that the record is waiting for an earlier XRAY record (by date or order number) to be validated.

If the XRAY was entered using the naval messaging system, you can view the original message by double-clicking the XRAY SEQNO box.

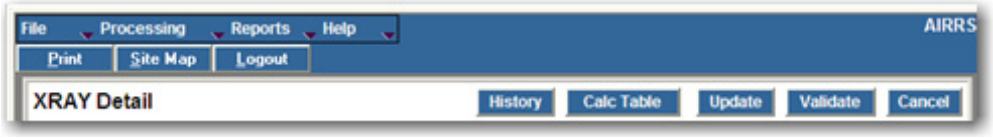
For a description of the function of each button, see Section 6.1.1.2. The following illustration shows an example of the New XRAY Detail Window (no data).



The following two illustrations show the TYCOM and Wing view of the XRAY Detail Window buttons after clicking Save.

TYCOM View

Wing View



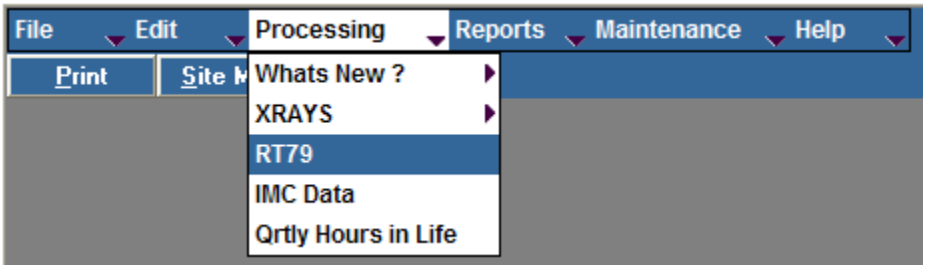
5.7.6 Organization Change of Location Detail

Until a new input screen can be implemented, a workaround is in place for submitting an Organization Change of Location record into AIRRS. Use the XRAY Detail Page to enter the necessary Organization Change of Location information: PUC, Org Code, Action Date, Op Status Code, Fleet Assigned Code, Unit Loc From, Unit Loc To, and Remarks.

In addition, enter information in the BUNO and Status Code fields. Click Save. Saving the record will cause an error. When you receive the error, remove the BUNO and Status Code information, and then click Update. Provided there are no other errors, the record will validate as an Organization Change Location record.

5.7.7 RT79

The following illustration shows the AIRRS Processing RT79 menu item.

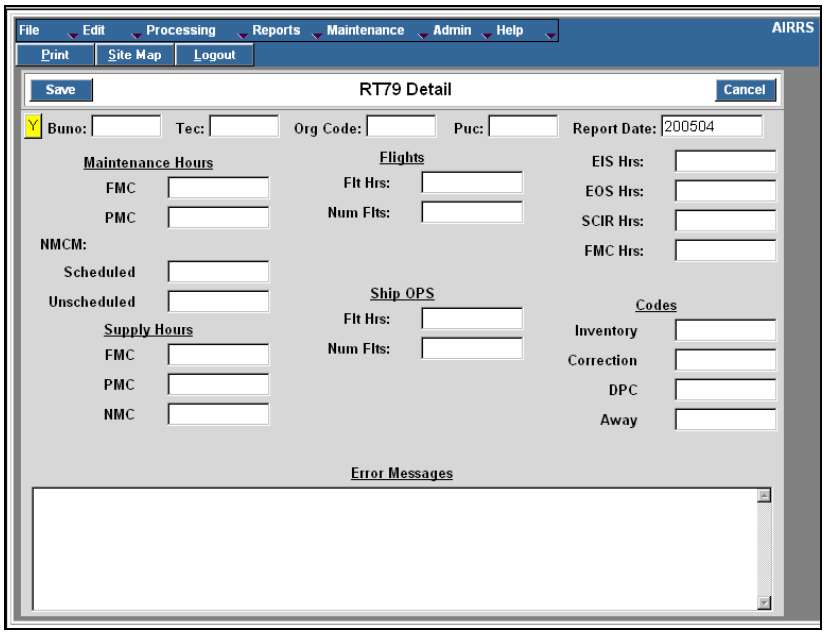


RT79s can be entered manually using the RT79 Detail Window (all fields must have an entry, even if the entry is 0, except the Correct and Away fields). The TYCOM or Wing user enters the data into the RT79 record, and then clicks Save. The record validates.

If the validation passes, a green flag appears in the upper left portion of the window.

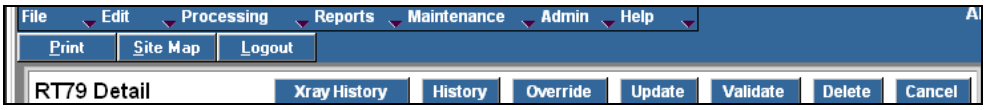
If the validation fails, the record displays a red flag and fields are highlighted in red. Click to select a field highlighted in red to see a description of the error in the Error Message field.

A yellow flag indicates that the record is waiting for an earlier (by date) to be validated. For a description of each button's function, see Section 6.1.1.2.

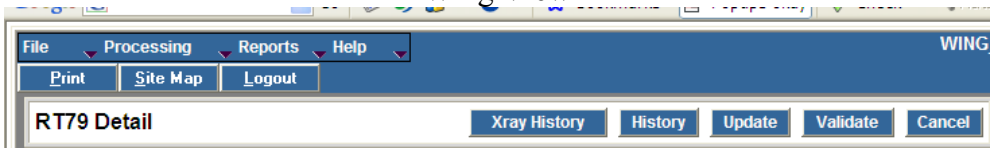


The following illustration shows the TYCOM and Wing view of the RT79 Detail Window buttons after clicking Save.

TYCOM View

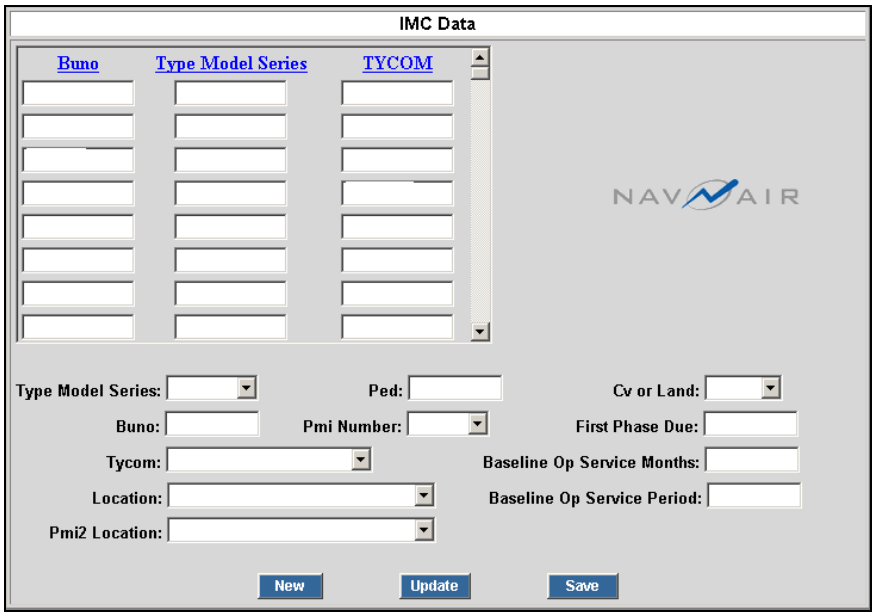


Wing View



5.7.8 IMC Data

Selecting the IMC Data option opens a window that accesses data from the table identifying IMC aircraft and its IMC information. Click in the BUNO field to see its detailed IMC information. When a BUNO is placed in IMC, click New, enter data in all fields, and click Save. Only TYCOM users are able to use the IMC Data Window.



The following describes some of the fields on the IMC Data Window:

- Type Model Series - TMS of the BUNO.
- PED - Period End Date planned for the BUNO.
- CV or Land - Carrier or Land basing of the aircraft determines length of IMC Fixed Service Period (FSP).
- PMI Number - Number of the first PMI scheduled for the BUNO.

- First Phase Due - MMYY of scheduled first induction into PMI 1.
- TYCOM - TYCOM in custody of the aircraft.
- Baseline Op Service Months - OSM number calculated for BUNO by AIRRS based on delivery date and planned Period End Date.
- Baseline Op Service Period - Operating Service Period number calculated for aircraft by AIRRS based on number of Modification, Corrosion, and Paint Program (MCAPP) inductions previously reported on XRAYs.
- Location - Location of the aircraft.
- PMI2 Location - Location at which Planned Maintenance Interval (PMI) 2 will take place.

5.7.9 Qrtly Hours in Life

This section explains how to use Quarterly Hours in Life and is divided into these three parts:

Part I - Verify BUNOs Assigned to Your PUC in AIRRS
Part II - Enter Quarterly Hours in Life (Non-TYCOM Role)
Part III - Enter Quarterly Hours in Life (TYCOM Role)

Message DTG Statement

Per COMNAVAIRFOR message DTG 080025ZSEP08, reporting of Aircraft Accounting Audit Reports (AAARs) is no longer required. Beginning October 2008, a new requirement to report Aircraft Hours in Life on a quarterly schedule replaces reporting of AAARs.

Submit Aircraft Hours in Life by the fifth of the month following each End of Quarter (EOQ) month: EOQ month = December, report due **January 5**; EOQ month = March, report due **April 5**, EOQ month = June, report due **July 5**; and EOQ month = September, report due **October 5**.

Important!: Before inputting Quarterly Hours in Life, ensure all XRAYs with an action code of "A", "F", "G", "R", or "Y" and an action date equal to (=) or less than (<) the quarter for which you are reporting hours are posted.

Part I - Verify BUNOs Assigned to Your PUC in AIRRS

1. After logging on to AIRRS, select the following menu options, beginning on the Reports Menu: AdHoc>Create New>Latest Aircraft Info (Daily). See Figure 1.

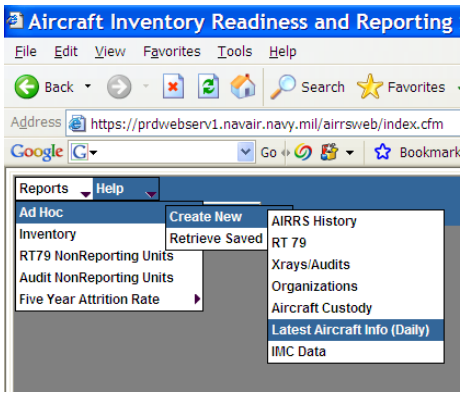


Figure 2. Navigating to the Adhoc Query Form - Latest Aircraft Info Daily Page

2. When the Adhoc Query Form - Latest Aircraft Info Daily Page opens (Figure 2), click each of the following check boxes to enter a check mark for selecting data types. After making selections, click Select. (Figure 3 shows check marks for six of the seven entries.)

(B) PUC (C) Act Date (D) Act Code Report Date
(E) Status (A) BUNO (F) Type Model Series

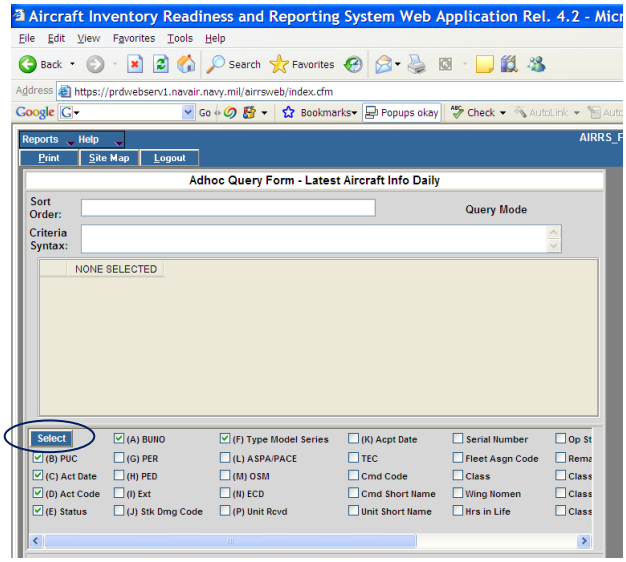
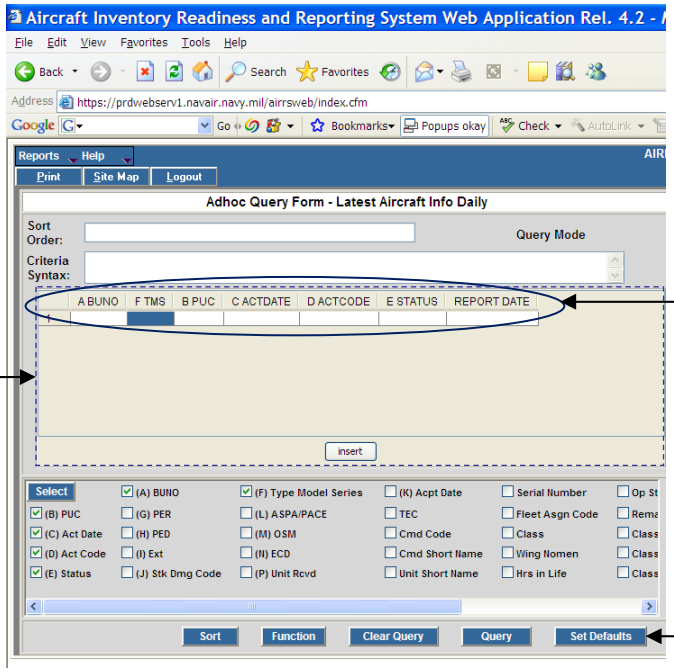


Figure 3. Adhoc Query Form - Latest Aircraft Info Daily Page

3. Clicking Select submits your data type selections. In the "query results" portion of the page, the system will display column headings representing your selections. See Figure 4.



Query results portion of the page.

Data Type Column Headings

Note
To set the columns to appear every time you open the Adhoc Query Form to search for XRAYs, click Set Defaults.

Figure 4. Data Type Columns Returned

4. Enter the PUC you want to see under the B PUC column and press Enter. Figure 5 shows we entered "001843" for our example.

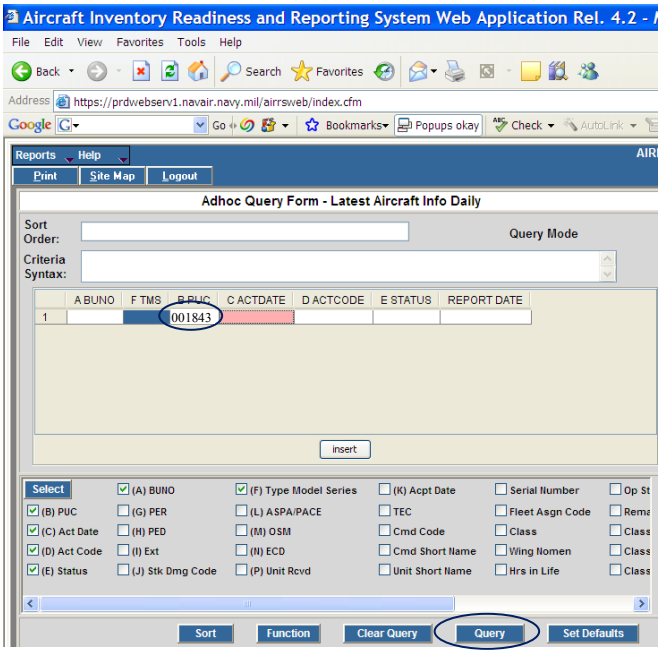


Figure 5. Entering B PUC

5. Next, click Query to execute the search for your data. The system searches for your data and returns it to the query results portion of the page. See Figure 6.

The data returned reflects the posted XRAY data available per BUNO in AIRRS as of 0730 EST (as indicated by the Report Date).

If the XRAY data shown does not reflect the latest XRAY information submitted, the XRAY status may be invalid or it could be valid but not posted.

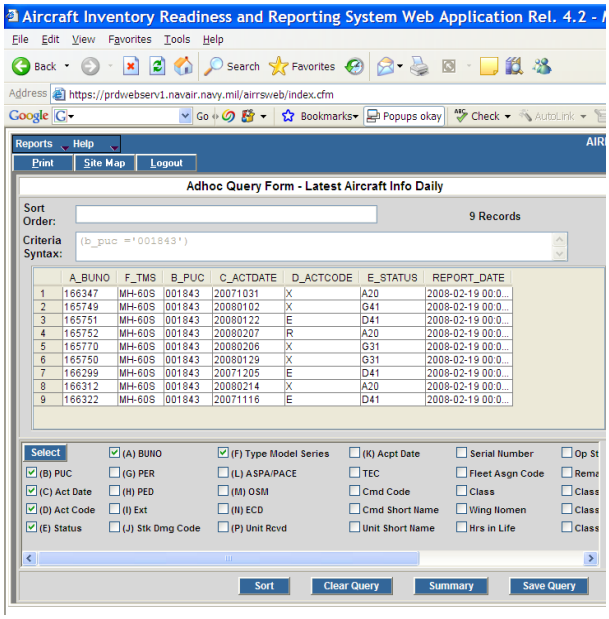


Figure 6. B PUC Data Returned

6. To verify XRAY status, select the following menu options, beginning on the Reports Menu: Reports>AdHoc>Create New>XRAYs/Audits. See Figure 7.

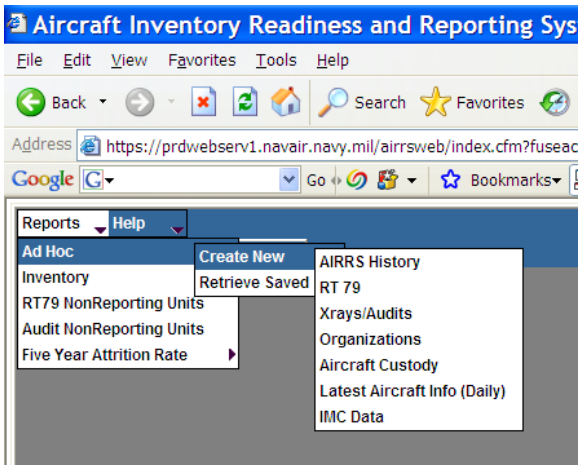


Figure 7. Navigating to the Adhoc Query Form - XRAY/Audits Page

7. When the Adhoc Query Form - XRAYs/Audits Page opens (Figure 8), click each of the following check boxes to enter a check mark for selecting data types. After making selections, click Select. (Figure 8 shows check marks for six of the nine entries.)

(B) PUC	(E) Acft Stat Code	Stat Flag
(C) Date of Action	(A) BUNO	Audit Indicator
(D) Action Code	(F) Type Model Series	MSG DTG

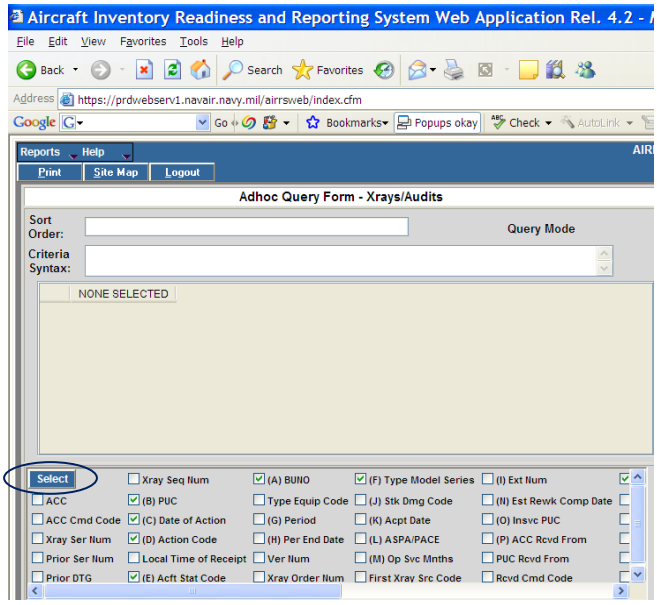


Figure 8. Adhoc Query Form - XRAY/Audits Page

8. Clicking Select submits your data type selections. In the "query results" portion of the page, the system will display column headings representing your selections. See Figure 9.

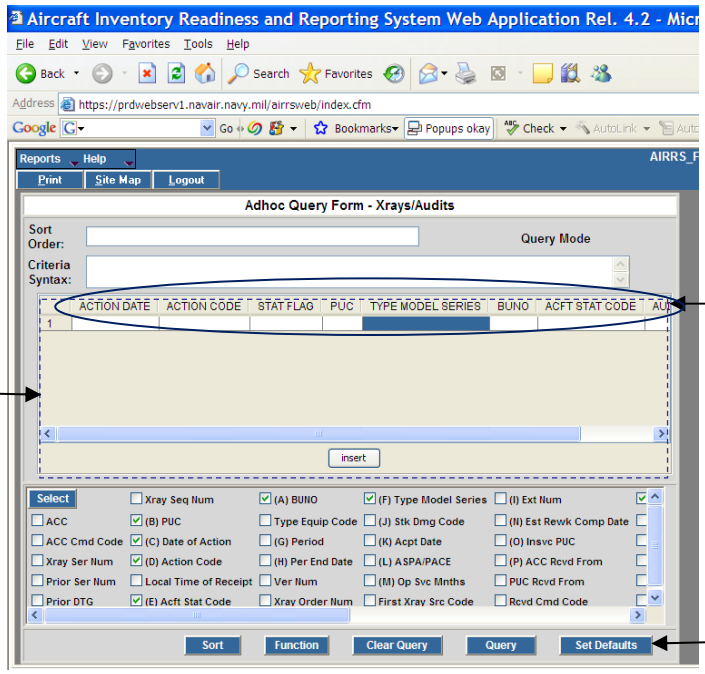


Figure 9. Data Type Columns Returned

9. Next, you can query the data to see all XRAYs against a specific BUNO and its status. Enter the BUNO you want to see under the BUNO column. Figure 10 shows we entered "166845" for our example. You also need to type an "X" in the Audit Indicator column. This will ensure you will only query XRAY data, not Audit data. Press Enter after making these entries.

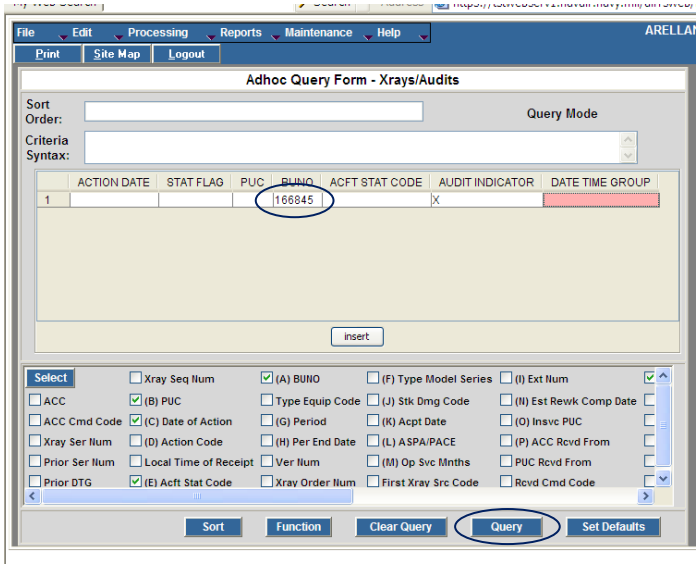
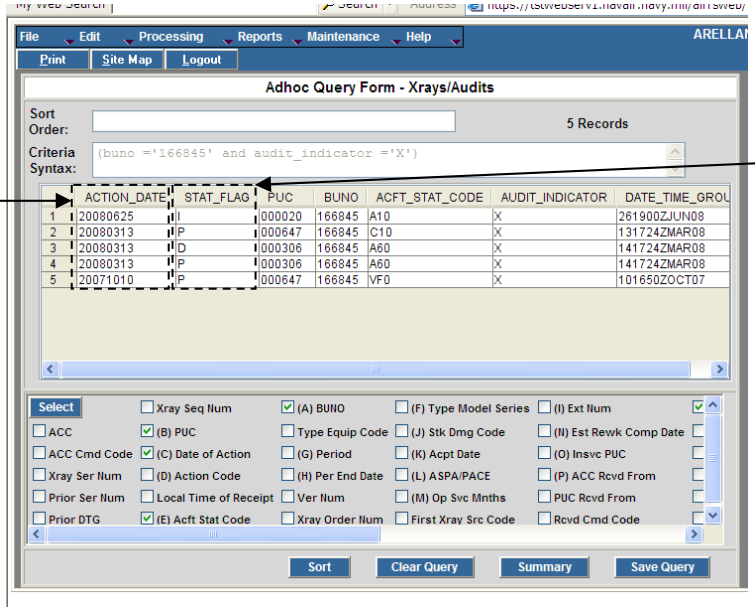


Figure 10. Entering BUNO and Audit Indicator

10. Next, click Query to execute the search for your data. The system searches for your data and returns it to the query results portion of the page (see Figure 11).



The data returned is in "ACTION_DATE" order, beginning with the most recent XRAY.

STAT_FLAG Codes:

D = Deleted
I = Invalid
P = Posted
V = Valid
W = Waiting (There is an XRAY with a prior Action Date that is invalid.)

XRAYs need to have a STAT_FLAG of "P" so the BUNO displays automatically when you enter the PUC.

Figure 11. BUNO Data Returned

11. Check the STAT_FLAG column for each record returned. If an XRAY has a STAT_FLAG of "I" or "W" and the Action Date is equal to (=) or less than (<) the Quarterly Hours in Life Reporting Date, you will need to contact the Wing about correcting the XRAY before reporting Quarterly Hours in Life. When all XRAYs have a STAT_FLAG of "P," you may enter Quarterly Hours in Life.

    a. Continue to Part II of this reference guide if you have a Non-TYCOM Role.
    b. Continue to Part III of this reference guide if you have a TYCOM role.

Part II - Enter Quarterly Hours in Life (Non-TYCOM Role)

1. After logging on to AIRRS, select the following menu options, beginning on the Processing Menu: Processing>Qtrly Hours in Life. See Figure 12.

Figure 12. Navigating to the Quarterly Hours in Life Input Page

2. When the Quarterly Hours in Life Input Page opens (Figure 13), use the following guidelines to make entries:

    a. The Reporting Quarter defaults to the current quarter. Accept this value.

b. Enter a PUC in the field next to the Submit PUC button, and then click Submit PUC. Figure 13 shows we entered PUC "000020".

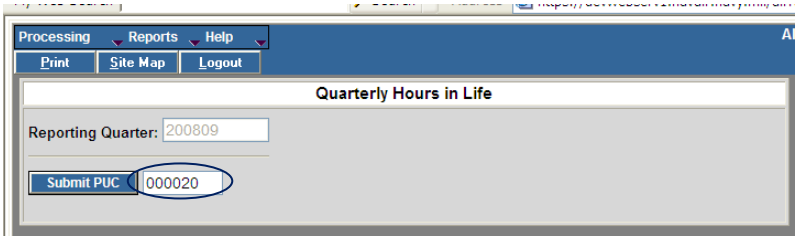


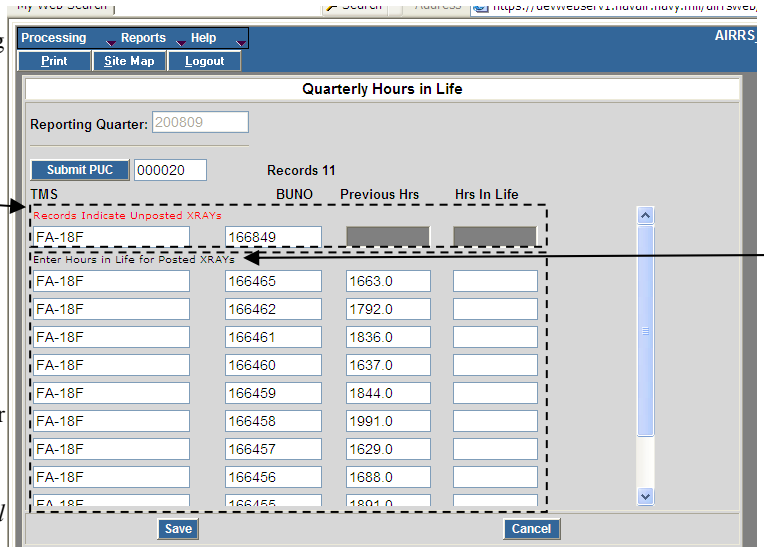
Figure 13. Entering and Submitting a PUC

3. The Quarterly Hours in Life Page opens with BUNOs for the specified PUC (provided there are no invalid XRAY ACTION Codes (i.e., "A", "F", "G", "R", or "Y"). See Figure 14.

The page contains two sections showing the status of the XRAYs for the BUNOs associated with the PUC:

The "Records Indicate Unposted XRAYs" section shows BUNOs that will need invalid XRAYs corrected and posted before any hours can be entered. Contact your Wing for assistance.

If no invalid XRAYs exist, this section will not appear on the page.

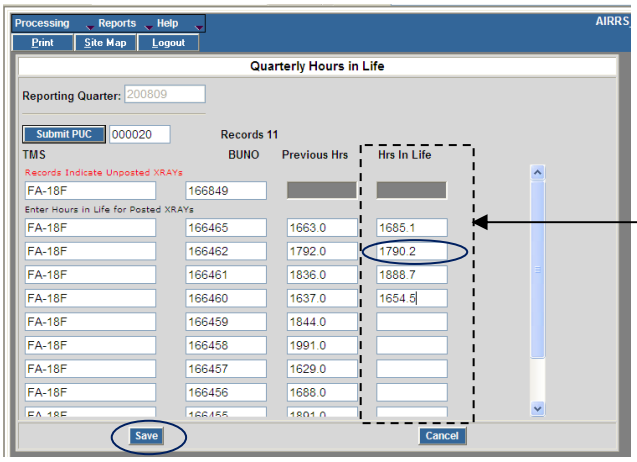


The "Enter Hours in Life for Posted XRAYs" section shows the BUNOs and hours associated with the specified PUC.

Figure 14. Understanding the Quarterly Hours in Life Page

4. Figure 15 shows a Quarterly Hours in Life Page for PUC 000020. At this point in time, no invalid XRAYs exist, so only the "Enter Hours in Life for Posted XRAYs" section of the page displays. Enter hours in life (using tenths) for each aircraft in the Hrs in Life field to report the end of the Reporting Quarter (31 Dec, 31 Mar, 30 Jun, and 30 Sep) hours. After entering hours, click Save.

Note
If you entered a PUC and there are missing BUNO(s) it may be that the BUNO(s) are assigned to a detachment PUC. Enter the PUC of the detachment.



Enter hours in life (using tenths) for each aircraft in the Hrs in Life field to report the end of the Reporting Quarter (31 Dec, 31 Mar, 30 Jun, and 30 Sep) hours.

Figure 15. Entering Hours in Life Updates

5. After clicking Save, a message appears to confirm the hours you entered were saved to the database. See Figure 16.

Any hours entered that are less than (<) the hours shown in the Previous Hours column will appear with an error indicator, as shown in this example. If the hours you entered are correct (even though they are lower), you will need to notify the Wing/TYCOM. The hours flagged with the error indicator **have not** been saved to the database. The responsible TYCOM will need to log on to AIRRS to perform an "Override" before the hours are saved. Part III of this reference guide explains TYCOM Override entries.

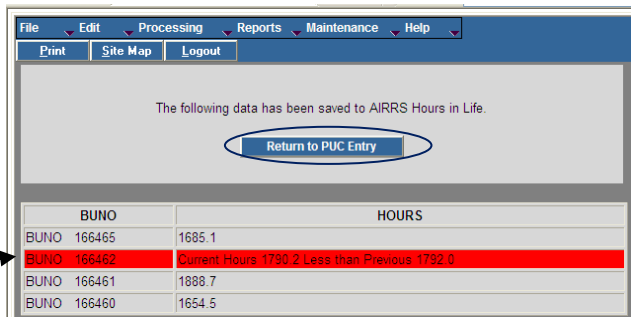


Figure 16. Confirmation Message for Reported Life in Hours Entries

6. Click Return to PUC Entry to close this message (Figure 16) and return to the Quarterly Hours in Life Input Page.

7. When the Quarterly Hours in Life Input Page opens (Figure 17):
   a. Accept the default value in the Reporting Quarter field.
   b. Reenter the PUC 000020. Select the Submit PUC.

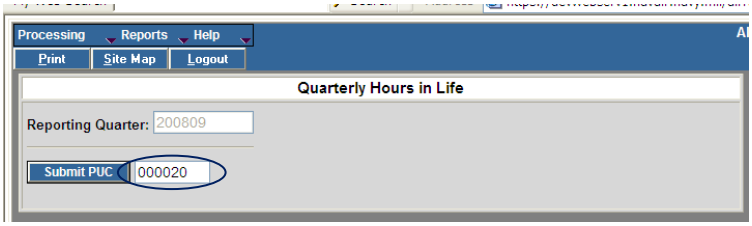
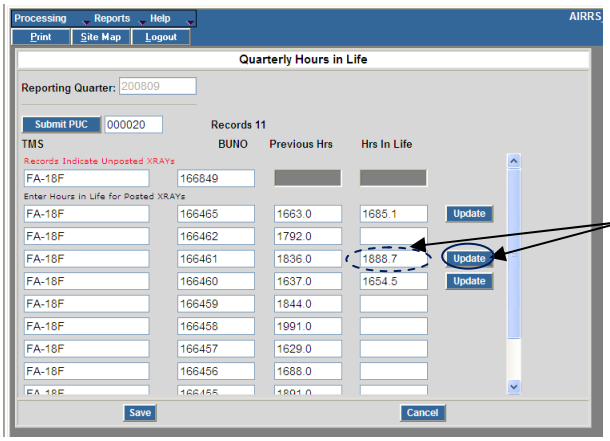


Figure 17. Reentering and Submitting the PUC

8. The Quarterly Hours in Life Page opens with BUNOs for the specified PUC. There will be Update buttons located to the right of the Hours in Life column.

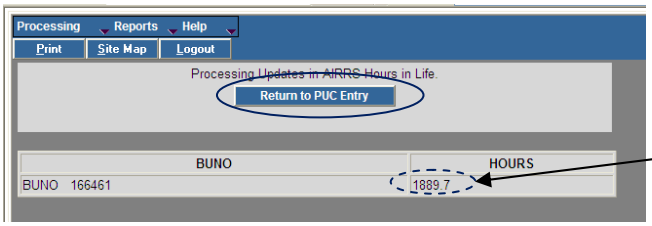


If any hours are incorrect, make the change by replacing the current number of hours. Our example will show that we changed the hours for BUNO 166461 from 1888.7 to 1889.7).

Figure 18. Updating Quarterly Hours in Life

9. After changing a quarterly hours in life value, click the Update button to the right of the row for the BUNO. See Figure 18.

10. A message appears to confirm the update and that the hours you entered were saved to the database. See Figure 19.



This confirmation message shows we successfully changed the hours for BUNO 166461 from 1888.7 to 1889.7).

Figure 19. Update Confirmation Message

Part III - Enter Quarterly Hours in Life (TYCOM Role)

The example in this scenario is designed to demonstrate how to perform an override when the hours entered are less than (<) those previously reported. TYCOMs would need to perform this procedure when notified that hours less than previously reported need to be entered into the database for a specific BUNO.

1. After logging on to AIRRS, select the following menu options, beginning on the Processing Menu: Processing>Qtrly Hours in Life. See Figure 20.

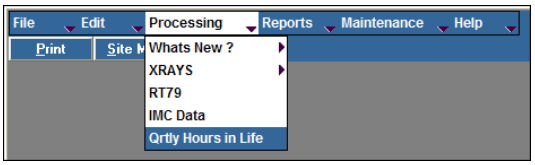


Figure 20. Navigating to the Quarterly Hours in Life Input Page

2. When the Quarterly Hours in Life Input Page opens (Figure 21), use the following guidelines to make entries:

   c. The Reporting Quarter defaults to the current quarter. Accept this value.
   d. Enter a PUC in the field next to the Submit PUC button, and then click Submit PUC. Figure 21 shows we entered PUC "000020".

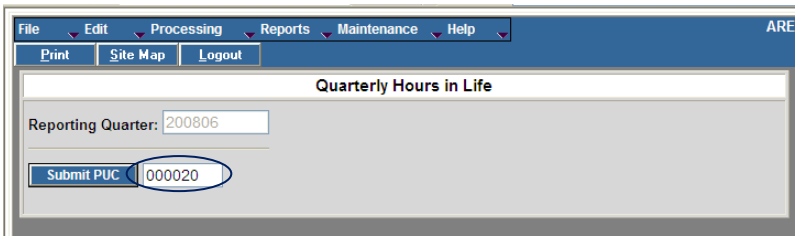


Figure 21. Entering and Submitting a PUC

3. The Quarterly Hours in Life Page opens with BUNOs for the specified PUC (provided there are no invalid XRAY ACTION Codes (i.e., "A", "F", "G", "R", or "Y"). See Figure 22.

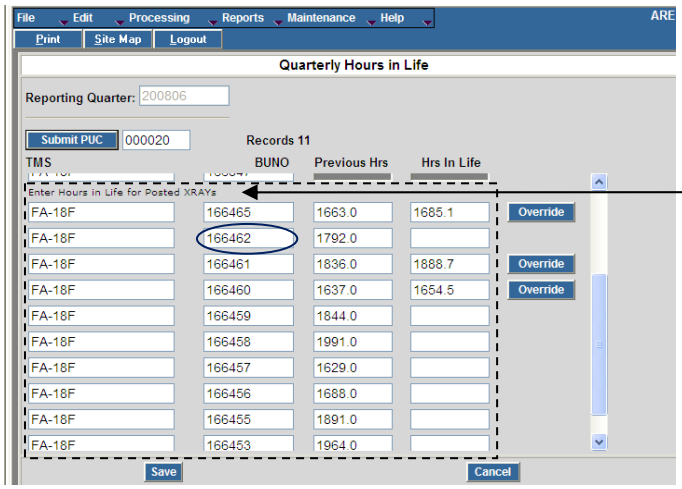


Figure 22. Quarterly Hours in Life Page for Specified PUC

4. Locate the BUNO for which you need to enter hours. For this example, we are using BUNO 166462 (see Figure 22). You will first enter the previous hours for this BUNO (this is done so the Override button displays for the BUNO when you return to the page after saving the hours you enter). Figure 23 shows we entered 1792.0 hours for BUNO 166462. After entering hours, click Save.

Note
If you entered a PUC and there are missing BUNO(s) it may be that the BUNO(s) are assigned to a detachment PUC. Enter the PUC of the detachment.

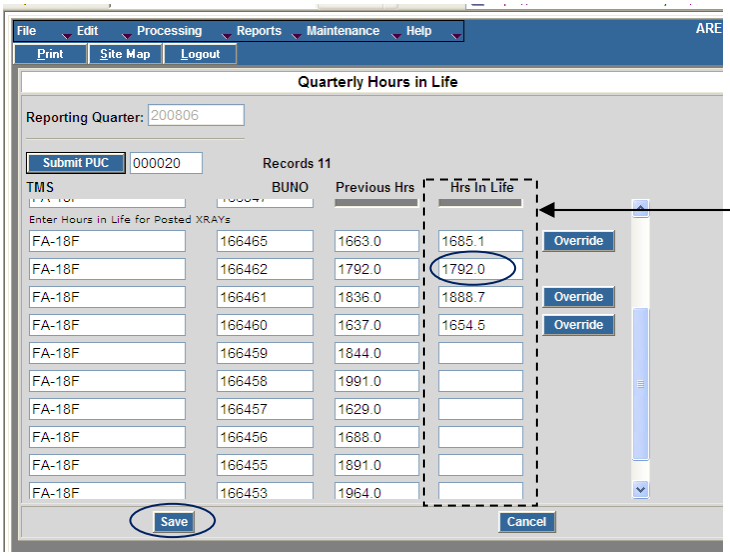


Figure 23. Entering Hours in Life

5. After clicking Save, a message appears to confirm the hours you entered were saved to the database. See Figure 24.

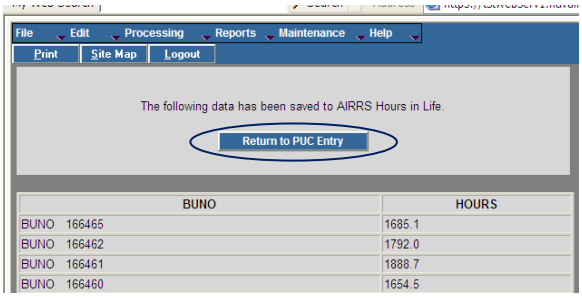


Figure 24. Confirmation Message for Reported Life in Hours Entries

6. Click Return to PUC Entry to close this message (Figure 24) and to return to the Quarterly Hours in Life Input Page.
7. When the Quarterly Hours in Life Input Page opens (Figure 25):
   a. Accept the default value in the Reporting Quarter field.
   b. Re-enter the PUC (000020) n the PUC field, and click Submit PUC.

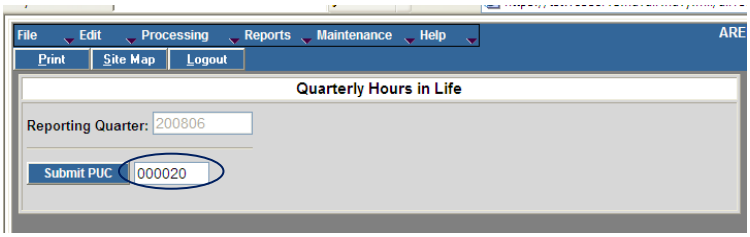


Figure 25. Reentering and submitting the PUC

8. The Quarterly Hours in Life Page opens with BUNOs for the specified PUC. The Override button appears to the right of the 166462 BUNO row. See Figure 26.

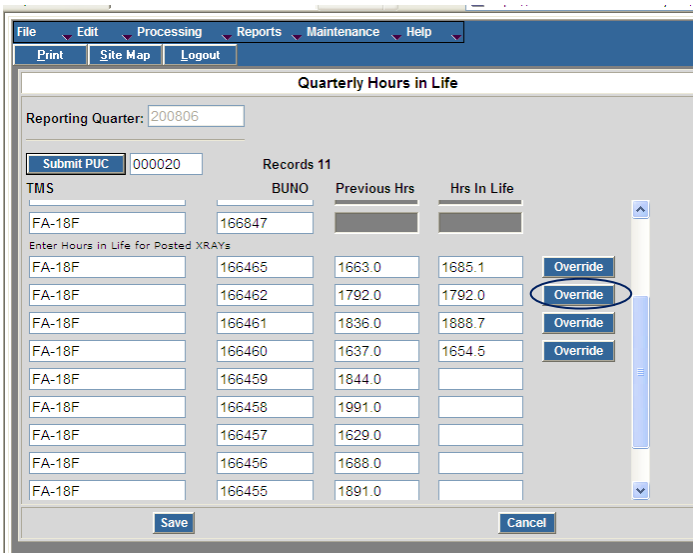


Figure 26. Quarterly Hours in Life Page for Specified PUC

9. Enter new Hours in Life for the same BUNO. Our example shows we are entering 1790.2 (these hours are less than the previously reported hours of 1792.0). After making your entry, click the Override button to the right of the row for BUNO 166462. See Figure 27.

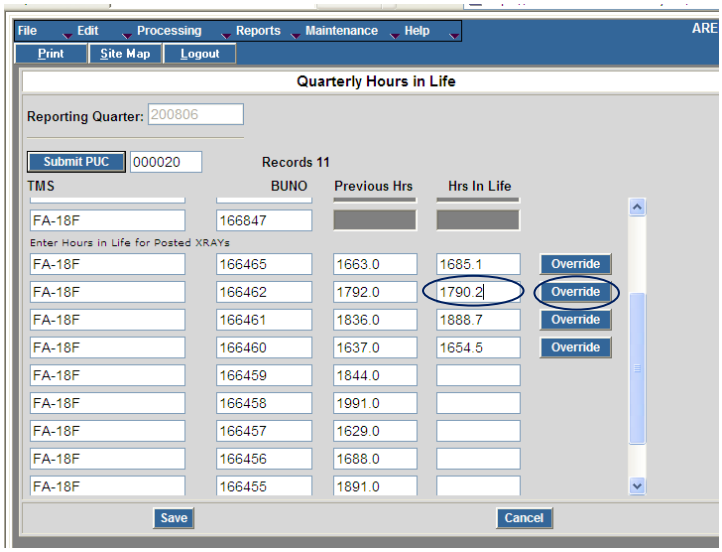


Figure 27. Entering Hours in Life That Are Less Than Previously Reported Hours

10. A message appears to confirm the override and that the hours you entered were saved to the database. See Figure 28.

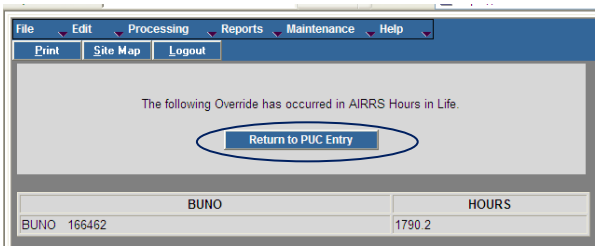


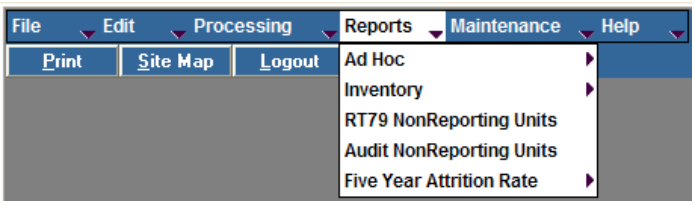
Figure 28. Override Confirmation Message

11. Click Return to PUC Entry to close this message (Figure 28) and to return to the Quarterly Hours in Life Input Page.

5.8 Reports Menu

The Reports Menu contains a list of report category items, including:

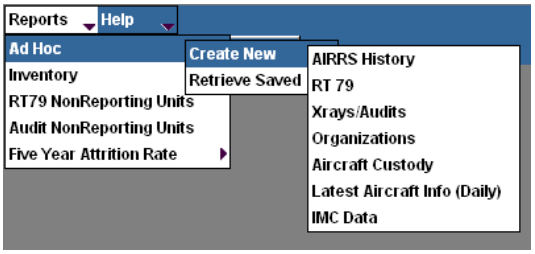
- Ad Hoc
- Inventory
- RT79 Non-reporting Units
- Audit Non-reporting Units
- Five Year Attrition Rate



5.8.1 Reports Ad Hoc Submenu

Use the Ad Hoc Submenu to create new queries or retrieve saved queries on the different data sets available for querying. Search information is entered in a spreadsheet-like grid.

The Ad Hoc Query window is a query-by-example user interface to the AIRRS ad hoc query tool.



5.8.1.1 Ad Hoc Query Tool

Use the ad hoc query tool as a query by example interface to custom design reports for specific uses. Enter the search information into cells in a spreadsheet-like grid. The search engine then uses that information to select records from the data set, which contain data in the corresponding fields that conform to the selection rules.

You can pick AIRRS History, RT79, XRAYs/Audits, Organizations, Aircraft Custody, Latest Aircraft Info (Daily), and IMC Data. Appendix C contains the description of the available fields and the corresponding column name and description for each field available in each ad hoc window.

Note: Fleet users only see Posted records. It is important for all other users to have the Stat Flag, XRAY/RT79 Seqno, and Ver Num boxes checked to avoid confusion over the validity of

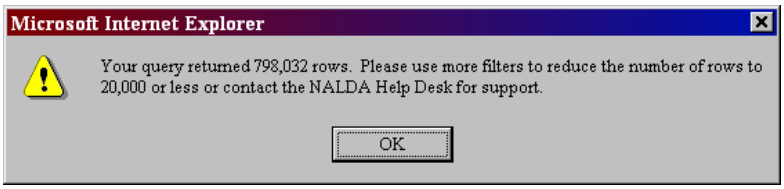
records. All users should have the XRAY Order Number box checked to see the order of the records when there are multiple messages with the same action date.

The Audit Indicator field is also important to avoid a mix of XRAY and Audit records. An 'X' in the field will return only XRAY data and an 'A' in the field would return old Aircraft Accounting Audit records. No specified entry in the audit indicator field will return a mix of XRAY and Audit records.

Select the fields of the specified data set that should be shown, the order in which to display them, the columns in which the page breaks should be inserted, and the columns in which subtotals should be generated.

Use the AIRRS ad hoc query capability to generate new queries and to save queries that have been generated in named query files. Execution of a saved query regenerates the results of the query based on the most current database information. The following Sections describe elements of using the ad hoc query tool.

The Queries are limited to a maximum of 20,000 rows of data. If a query returns more than the maximum number of rows, a message displays to inform you to modify the filters to request fewer than 20,000 rows of data.

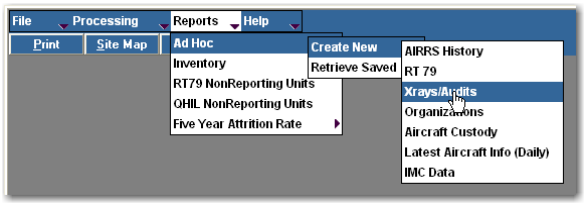


5.8.1.2 Creating New Ad Hoc Queries

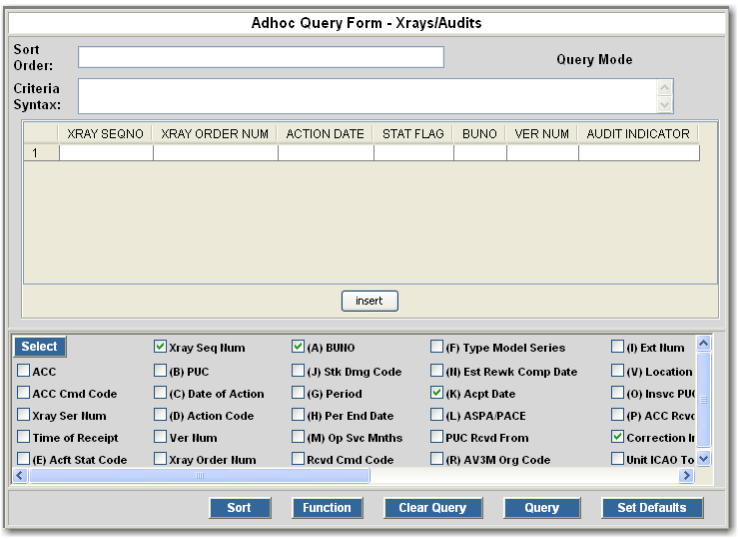
Use the following steps to access the Ad Hoc Query Tool:

1. Select Reports > Ad Hoc > Create New. Next, select the desired data type category from the menu (i.e. AIRRS History, RT 79, etc.). The Ad Hoc Query Window opens. The window is divided into sections.
   a. The top section of the window contains the data area, which is used to enter query information and to display query results.
   b. The bottom section of the window is used to make field entries. It also contains an array of radio buttons that represent a data field in the selected data set.

The following illustration describes how to access the XRAY/Audit AdHoc Query Form.

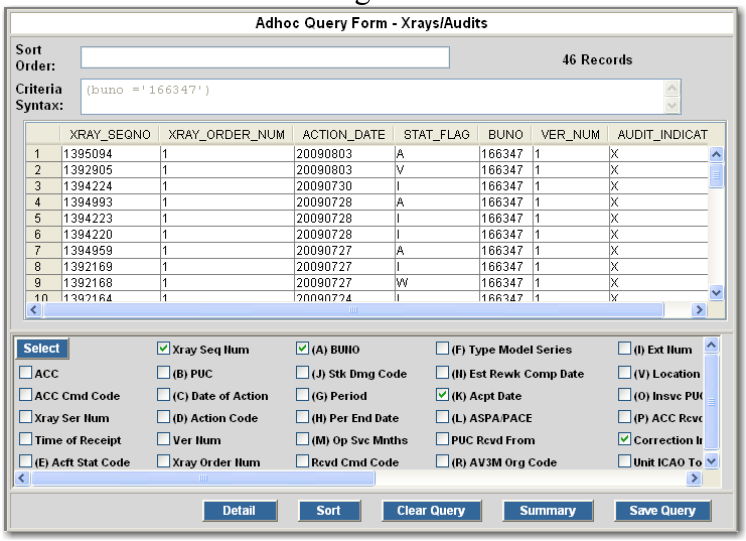


The following is the Adhoc Query Form - Xrays/Audits Window.

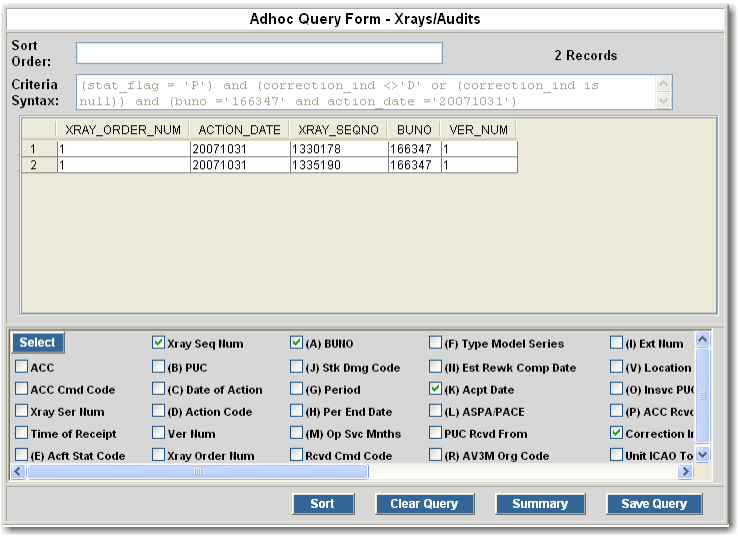


The following two illustrations show the Wing, and Fleet user views of the Adhoc Query Form after executing a query.

Wing View



Fleet View



5.8.1.2.1 Selecting/Deselecting Fields from the Data Set

1. Select data fields by selecting radio button(s) in the bottom section of the window. Use the scroll bar to view information to the right or left in the window. The software displays a column header in the data area representing each selected field.
2. Deselect data fields by selecting appropriate radio button(s). The columns representing selected fields are removed from the data area.
3. Clicking the SELECT button will refresh the window to add or remove field selections.

5.8.1.2.2 Changing Column Display Order

When selected columns appear, depress and hold the left mouse button in the column header and drag the column to the desired position.

5.8.1.2.3 Setting Default Ad Hoc Fields

You can set up each Adhoc Query Form so that the same fields are retrieved each time you select that window. To set the default fields:

1. Go to the desired Adhoc Query Form.
2. Choose the fields to be the default.
3. Click Select.
4. Click Set Defaults.

5.8.1.2.4 Querying the Data Set

You can query data from a selected data set based on the menu item selected to create a report. To query the database for the desired records:

1. Enter selection criteria in the first row of the corresponding column in the data area. For example, enter a BUNO in the first row of the BUNO column.
2. Enter additional selection criteria in the appropriate columns of the first row to narrow the search. To capture the value after entering data into a column, press ENTER or TAB
3. To enter 'OR' selection criteria, click INSERT to add another ad hoc criteria line (row). Then enter the selection criteria and press ENTER or TAB.
4. Submit query by clicking the Query Button. The software displays all records that correspond to the entered criteria in the data area.
5. The query displays in a spreadsheet format where each row represents a record.

The XRAY/Audit records initial sort will have XRAYs at the top and audits at the bottom, the Action Dates descending, and finally the XRAY SEQNOs descending. The RT79 records initial sort will have the Trans Date descending then BUNO descending.

The ad hoc queries will always return the columns in alphabetical order.

5.8.1.2.5 Query Selection Criteria

You can use the following functions on the AIRRS Ad Hoc Window:

- Equal to (=)
- Greater than (>)
- Greater than equal to (>=)
- Less than (<)
- Less than equal to (<=)
- Not equal to (!=)
- Null (is null)
- Wildcard searches (e.g., pax%)
- Multiple comma delimited entries (164700,164701)
- Between two values, use the word "Between" between the lower and upper values
- All data queried on the same line will be an 'AND' statement
- All data queried on a different line will be an 'OR' statement

All text is converted to upper case in the background for consistency. For a description of how to select data, see Table 4.

Table 4. AIRRS Ad Hoc Query Selection Criteria

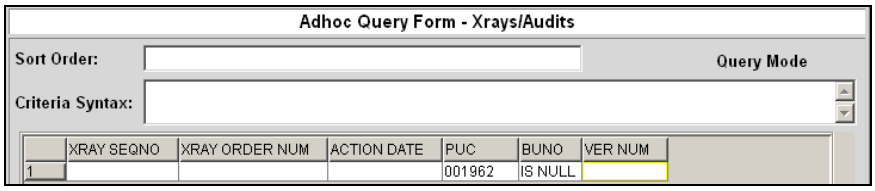
To Select Data Values:	Enter:
Equal to the search value	The search value in the first row of the appropriate column.
Equal to more than one search value	The first search value in the first row of the appropriate

To Select Data Values:	Enter:
	column and each subsequent search value in subsequent rows of the same column.
Greater than a lower boundary value	> followed by the lower boundary value in the first row of the appropriate column.
Less than an upper boundary value	< followed by the upper boundary value in the first row of the appropriate column.
Greater than or equal to a lower boundary value	>= followed by the lower boundary value in the first row of the appropriate column.
Less than or equal to an upper boundary value	<= followed by the upper boundary value in the first row of the appropriate column.
Where the value in the field is null	Type the words IS NULL in the appropriate column. (See the examples following this table.)
Where the value begins with a known string	Type the word LIKE then the known value then the symbol % in the appropriate column. (See the examples following this table.)
Where the value ends with a known string	Type the word LIKE then the symbol % then the known value in the appropriate column.
Where the value is between a known string	Type the word LIKE then the % then the known value then % in the appropriate column.
Where there is more than one value in a column	Place a comma between the values. (See the examples following this table.)
Between and including two boundary values	There are two methods to find these values: • >= followed by the lower boundary value the word AND <= followed by the upper boundary value. • BETWEEN the lower boundary value AND the upper boundary value. (See the examples following this table.)
Between and excluding two boundary values	> followed by the lower boundary value the word AND < followed by the upper boundary value. (See the examples following this table.)

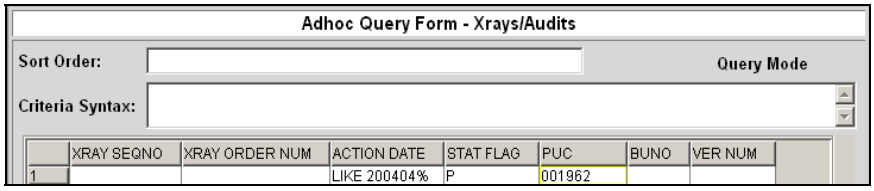
Note: When using the ad hoc query tool, it is important to know the format of the data. For example, in the XRAYs/Audits Adhoc Query Form the Action Date is in YYYYMMDD format; in the AIRS Histories ad hoc the Action Date is in DD-MON-YY format. If the wrong format is used, the data will be inaccurate or you will get a No Data Returned response. See Appendix B for the date formats.

The following paragraphs and illustrations in this section show sample queries and descriptions:

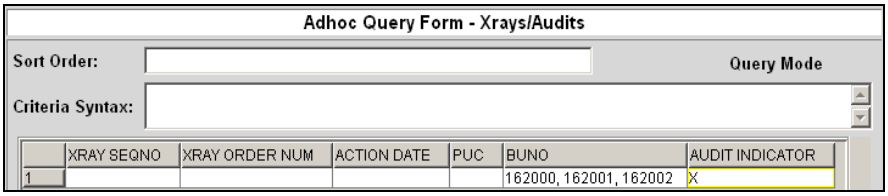
- Requesting all records for PUC 001962 and the BUNO is null (all part 1 records for PUC 001962):



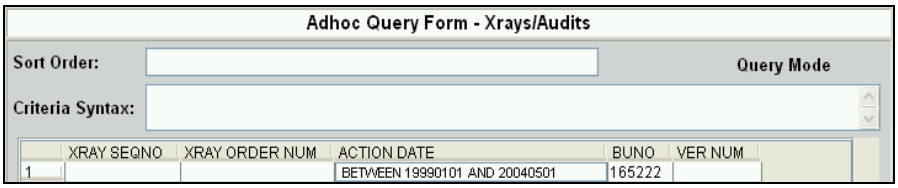
- Requesting all Posted XRAYs and audits for PUC 001962 in April 2004:



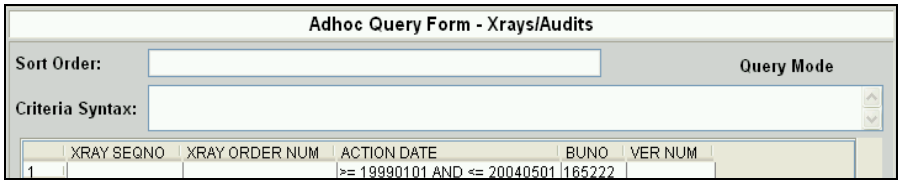
- Requesting all XRAY records for BUNOs 162000, 162001, and 162002:



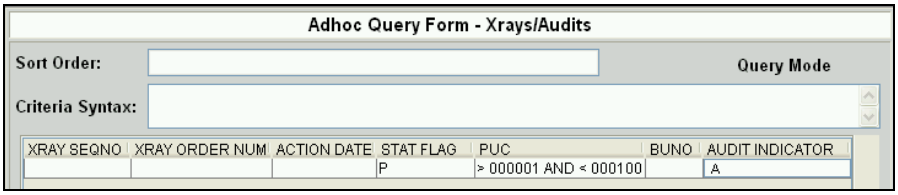
- Requesting XRAY and audit records for BUNO 165222 with action dates between (and including) 19990101 and 20040501:



- Requesting XRAY and audit records for BUNO 165222 with action dates between (and including) 19990101 and 20040501:

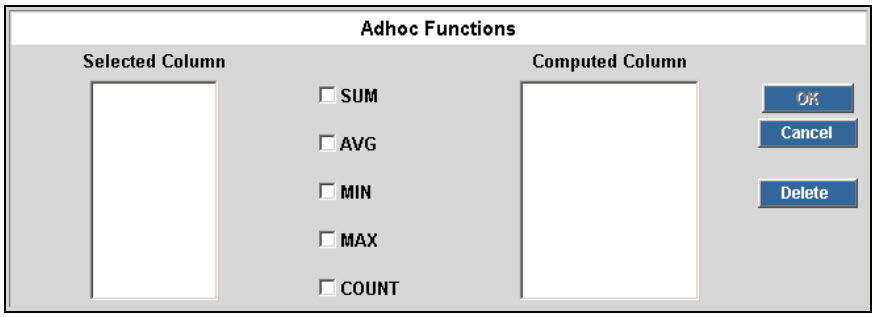


- Requesting all audits with a stat flag of P and PUC between, but not including, 000001 and 000100:



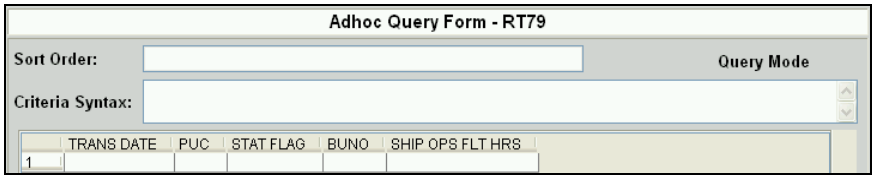
5.8.1.2.6 Computing Columns

Use the Adhoc Function button to add computed columns to the Adhoc Query Form. These columns are not in the database, but are computed from data that is stored there. The functions currently available include SUM, AVG, MAX, MIN, and COUNT. For example, a column that displays a SUM of the data in a column from the database can be added. The Sum and Avg functions are only available for columns that are numbers. When using the Adhoc Functions Window, at least one Selected Column must have no function or only the Count function selected. If every Selected Column has a function selected (except count), you will receive an error and will be returned to the Adhoc Functions Window.

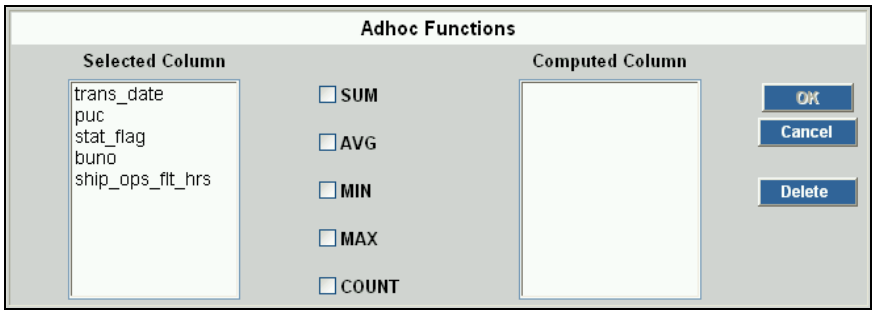


1. Select columns for the query.
2. Select the Function button from the Adhoc Query Form prior to entering selection criteria.
3. On the AdHoc Functions window highlight the file name under the Selected Column and click the appropriate radio button. The software creates a computed column and displays the name in the Computed Column(s) window of the form.
4. Select OK to complete the process, or click CANCEL to escape from the process without creating any computed columns.

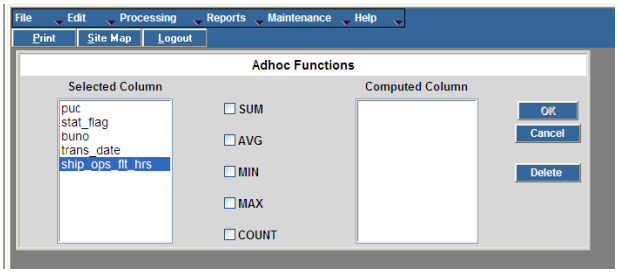
The following illustration shows the Adhoc Query Form - RT79 Form before the Function button is selected. See steps 1 & 2 above.

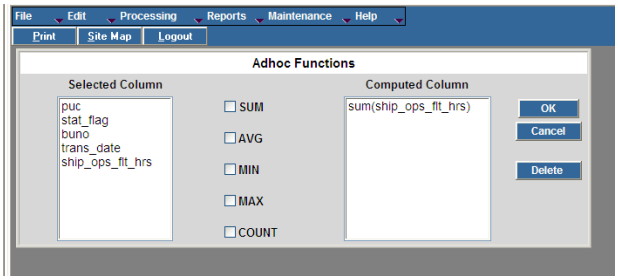


Clicking the Adhoc Function button opens the Adhoc Functions Window. Notice that the Selected Columns are the same as the columns in the Adhoc Query Form.

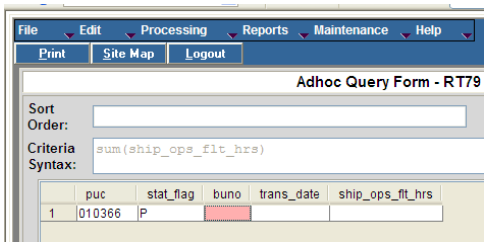


1. Highlight ship_ops_flt_hrs and check the SUM box.



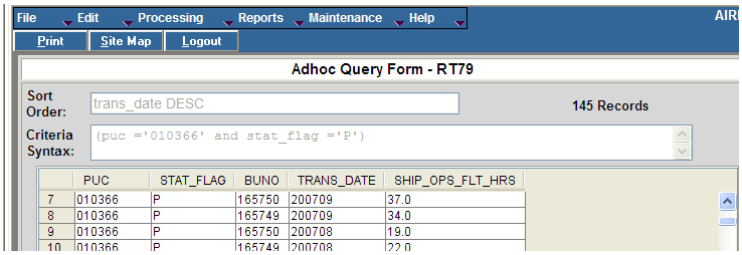


2. When sum(ship_ops_flt_hrs) displays in the Computed Column, click OK. The RT79 Ad Hoc Window returns with the function in the Criteria Syntax box.



3. Type P in the Stat Flag field and 010366 in the PUC field, then click Query. The RT79 Adhoc Query Form returns the requested data.

The following illustration shows the sum of the ship_op_flt_hrs, by BUNO and trans_date for PUC 010366 and stat_flag of P.



Note: The Ship_op_flt_hrs column still exists. Do not place data in fields against where functions are running. The query will not pick up any information in those boxes and the data returned will be inaccurate.

5.8.1.2.7 Sorting the Query Results Data

The ad hoc query tool allows data to be sorted in either ascending or descending order for each column.

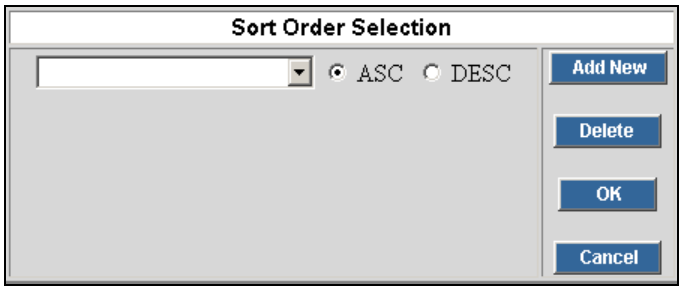
1. To order only one column, double-click on the column name. The column sorts in descending order. Double-click the column name again and it sorts in ascending order.
2. If the report needs more columns to be sorted, you can sort results data on up to five columns.

The sort is performed in the order of columns selected. For example, if multiple BUNOs are selected in the results set, first select the BUNO column to sort each BUNO's data by Action Date, and then select the Action Date column. The sort is by Action Date within BUNO.

Use the following steps to sort the data resulting from the ad hoc query:

1. Click Sort on the bottom of the form.
2. The Sort Order Selection Dialog Box opens with only one sort column selected. If requested, sort on one column, click the drop-down next to the column field. The software displays a pick list of columns available in the selected data set.
3. Select the desired column to sort from the pick list.
4. Select sort order (i.e., ASC or DESC).
5. If sorting more than one column (maximum of five), click Add New. Another row of fields appears for an additional column.
6. To delete a column from the sort selection, highlight the column to be deleted, then click Delete.

The following illustration shows an example of the Sort Order Selection Window.



5.8.1.2.8 Formatting Query Results Data

Use the following steps to organize data returned from a query into a report format:

1. Run desired query.
2. When data is returned, click Summary. Query results appear in report format.

5.8.1.2.9 Saving the Query Result Data

The Summary button opens a Summary Window that formats the returned data into a readable, printable format. The Summary Window is used to save the data pulled from ad hoc queries. To save query results:

1. Click Summary to invoke the Summary Window.
2. On the IE toolbar, select File > Save As.
3. Select the file name, location, and type of file (e.g., .xls, .cvs), then click Save.

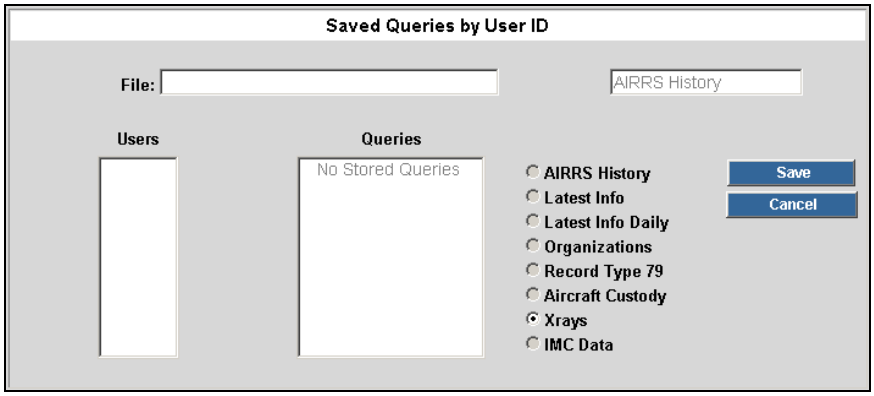
The following illustration shows a sample of the Ad Hoc xray Data Results Report.

Ad Hoc xray Data Results

xray_seqno	xray_order_num	action_date	stat_flag	acc_cmd_code	bumo	acft_stat_code	ver_num
1143117	1	20010209	D	70	192000	VF0	1
1143117	1	20010209	P	70	192000	VF0	2
1143118	1	20010618	D	20	192000	A10	1
1143118	1	20010618	W	20	192000	A10	2
1143119	1	20010226	I	70	192000	C10	1
1143120	1	20030228	I	20	192000		1

5.8.1.2.10 Saving Named Ad Hoc Queries

1. Click Save Query from the Adhoc Query Form.
2. Click the appropriate radio button to select the data type category for storing the query (e.g., All Queries, AIRS Histories, Flight Records).
3. Enter query name in the File field.
4. Click Save to save the query. The query automatically saves under the user's userid.
5. To save an existing query for another user, select the userid and the query, and then click Save to save that query under the user's userid.



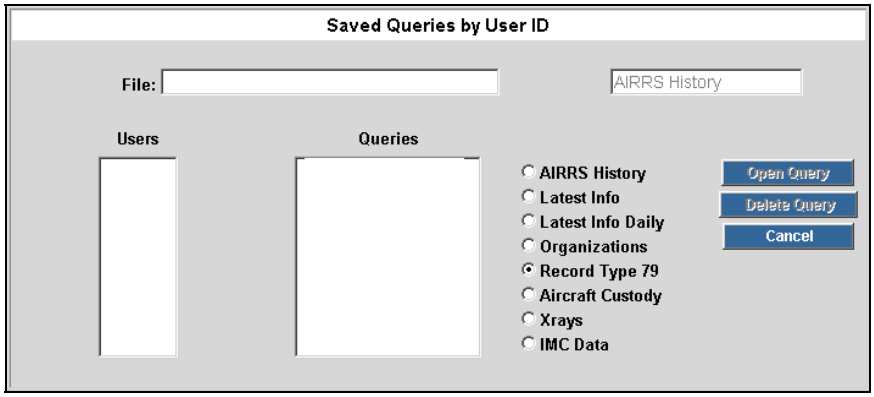
5.8.1.2.11 Retrieving, Deleting, and Executing Saved Ad Hoc Queries

To retrieve a saved ad hoc query:

1. Select Reports > Ad Hoc > Retrieve Saved menu option. Saved Queries by User ID Window opens.
2. Select a userid from the Users column, and click the radio button for the type of ad hoc query.
3. Select the Query name in the Queries block and click Open Query. The window refreshes for both steps 2 and 3.) The Adhoc Query Form opens with the query.
4. Click Query to run the query.

To delete a saved ad hoc query:

1. Select Reports > Ad Hoc > Retrieve Saved menu option. Saved Queries by User ID Window opens.
2. Select a userid and click the radio button for the type of ad hoc query.
3. Select the Query name in the Queries block and click Open Query. The window refreshes for both steps 2 and 3.) The Adhoc Query Form opens with the query.
4. Click Delete Query to delete the query.



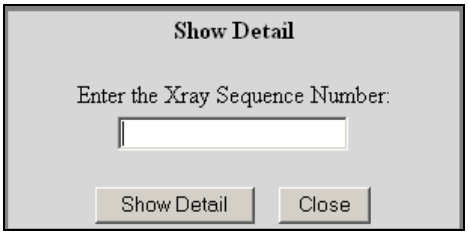
To cancel a query, click Cancel.

5.8.1.2.12 XRAY Detail Drilldown (OPNAV, TYCOM and Wing users only)

Use the XRAYS/Audits Adhoc Query Form to drill down to the XRAY detail page of a specific BUNO based on the SEQNO.

To drill down to the detail page of an XRAY:

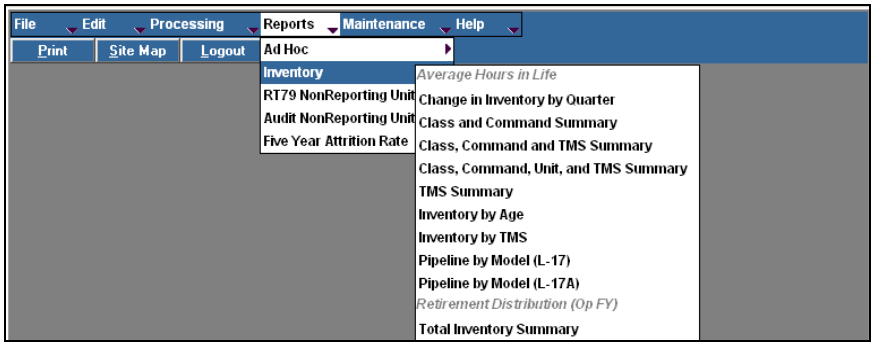
1. Run the desired query in the Adhoc Query form.
2. When data is returned, the Detail button appears at the bottom of the form.
3. Click Detail. The Show Detail Window opens, prompting for a SEQNO. The following illustration shows an example of the XRAY Show Detail Window.



4. Enter the SEQNO. If two versions of the same XRAY exist, a drop-down list opens so you can select the version. Normally the version 2 (the updated version) should be selected, unless you are looking up the original XRAY (version 1).
5. Click Show Detail. The XRAY Show Detail page for the specified SEQNO opens.

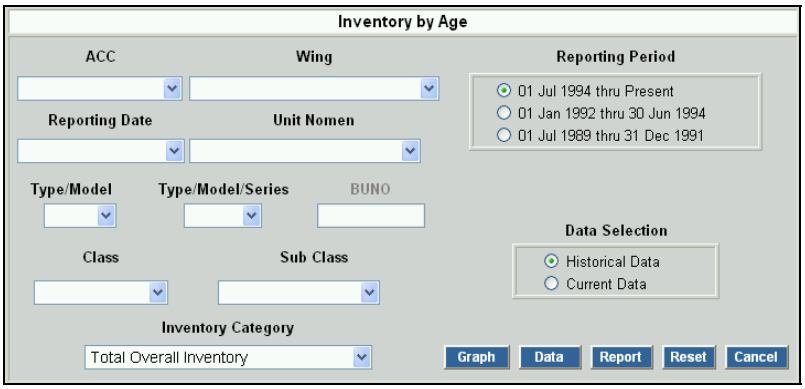
5.8.2 Reports Inventory Submenu

The reports are accessed via the Reports Inventory Submenu. The Reports Inventory Submenu contains a list of the Inventory reports currently available in AIRRS. Average Hours in Life and Retirement Distribution (Op FY) are inactive because they are no longer used.



5.8.2.1 Generalized Query Tool for Inventory Reports

AIRRS uses the Generalized Query Tool for all the reports in the Inventory Submenu. The Generalized Query Tool opens a dialog box so you can define a report by entering selection criteria for creating the report. The Change in Inventory by Quarter, Inventory by Age, and Inventory by TMS reports have associated graphs; therefore, the Generalized Query Tool includes a Graph button for those reports. The Data button allows you to receive the raw data in an Excel format. The Data button should be used when you wish to download the data for more manipulation. Use the Report button to see the data in a visually pleasing format. The Reset button clears all fields in the Generalized Query Tool. The Cancel button returns you to the Welcome Window.



All fields in the Generalized Query Tool have data selection fields of available data elements. For example, clicking the down arrow next to the Type Model field opens a menu of valid Type Model designations.

Selecting a particular designation controls the contents of the data elements for the Type/Model/Series field. The box is sensitive to the selected report type. Fields that do not

require or are not supported by a particular criterion for a specified report type show the down arrow and/or field title grayed out.

5.8.2.2 Generalized Query Tool Fields

The Generalized Query Tool fields (Table 5) may be used in combination to tailor the report contents to as broad (all aircraft) or as narrow (a particular TMS in a particular inventory status for a particular unit) as desired.

Table 5. Generalized Query Tool Fields

Field	Description
ACC	Use to select based on full or partial Command Code according to the codes set forth in CNAFINST 4790.2 series. • LANT (1x) – LANT NAVY (10) – LANT MARINE (11) • PAC (2x) – PAC NAVY (20) – PAC MARINE (21) • CNARF (3x) – CNARF NAVY (30) – CNARF MARINE (31) • CNATRA (40) • NASC (50, 60, 70 or 90) – NASC T&E (50) – NASC STF (60) – NASC FS (70) • MARINE (NON-FLEET) (80) • MISCELLANEOUS (90) • MARINE (ALL) (11 or 21) • NAVY (ALL) (10 or 20) • NAVY LANT / PAC • MARINE LANT / PAC • NAVY LANT / PAC / CNATRA • NAVY LANT / CNATRA
Wing	Use to select a Wing based on the ACC that was selected in the ACC field. The Wing field contains a list of the Wings, by name.
Unit Nomen	Use to select a Unit based on the Wing that was selected in the Wing field. The Unit Nomen field contains a list of Units, by name.
Type Model	Use to select the type and model of the aircraft. The Type Model field contains a list of the available Type Model (TM) combinations.
Type/Model/Series	Use to select an array of TMSs that are based on the TM that was selected in the TM field. If no TM has been selected, an error message appears.
Inventory Category	Use to select the aircraft status according to the following hierarchy. 1. Total Overall Inventory a. Total Active Inventory 1) Operating Aircraft Inventory a) Dis / Assy for Dpmt

Field	Description
	b) Transt to / fr Dpmt 2) Pipeline Acft Inventory a) Awaiting/Enroute Operating b) In/Awaiting/Enroute Rwk - Standard c) In/Awaiting/Enroute Rwk - Special d) A/C in First Delivery 3) Reconstitution Reserve b. Total Inactive Inventory
Class	Use to select an aircraft class according to the aircraft's primary mission: • Anti Sub • Attack • Drone • Fighter • In-Flight Refuel • Observation • Other • Patrol • Rotary Wing • Tilt Rotor • Training • Transport • Utility • Warning
Sub Class	Use to select the Sub Class based on the class of the aircraft. If no Class is selected in the Class field, or if no Sub Classes exist for the selected class, an error message appears.
Reporting Date	Active (not grayed out) for reports that are based on the AIRS Quarterly History data. Selecting a date in the Reporting Date field is mandatory.
Reporting Period	The Reporting Period ranges are dynamically set when Reporting Date is selected: • 01Apr 2009 thru Present • 01 Jul 1994 thru 31 Mar 2009 • 01 Jan 1992 thru 30 Jun 1994 • 01 Jul 1989 thru 31 Dec 1991 These date ranges determine the headings and layouts for reports based on past status category definition and nomenclature changes.
Data Selection	Area containing two button-selectable options: • Historical Data • Current Data Only one data selection may be selected at a time. Selecting Historical Data causes the specified report to be run against the AIRS History record, the formal quarterly history record from which past reports may be reproduced. Selecting Current Data causes the selected report to be run against the current data stored in the AIRRS Production Table.

5.8.2.3 Inventory Reports Active and Inactive Status Categories

The following excerpt from the OPNAVINST 5442.2(series), Table 9, summarizes the status categories:

1. Active Aircraft - Operating Aircraft Inventory
   a. Operating = A_0

1) Dis / Assy for Dpmt = KGK
2) Transt to / fr Dpmt = KLK

b. Pipeline Aircraft Inventory
1) Awaiting Enroute Operating = BY_, C10, CA0
2) Enroute/Awaiting/In Standard Rework = F_, E_, D_
3) Enroute/Awaiting/In Special Rework = I_, H_, G_
4) Aircraft in First Delivery = BX0, BA0, VF0
5) Reconstitution Reserve = RR0

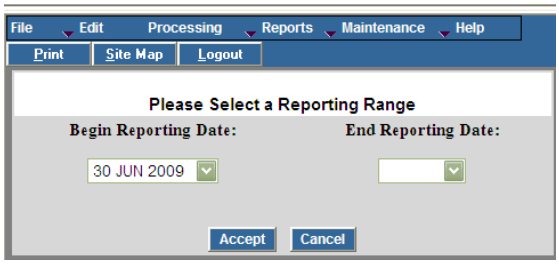
2. Inactive Aircraft - Total Inactive Inventory = J_, M_, N_, P_, Q00, S_, T_, U_, W_, Y_

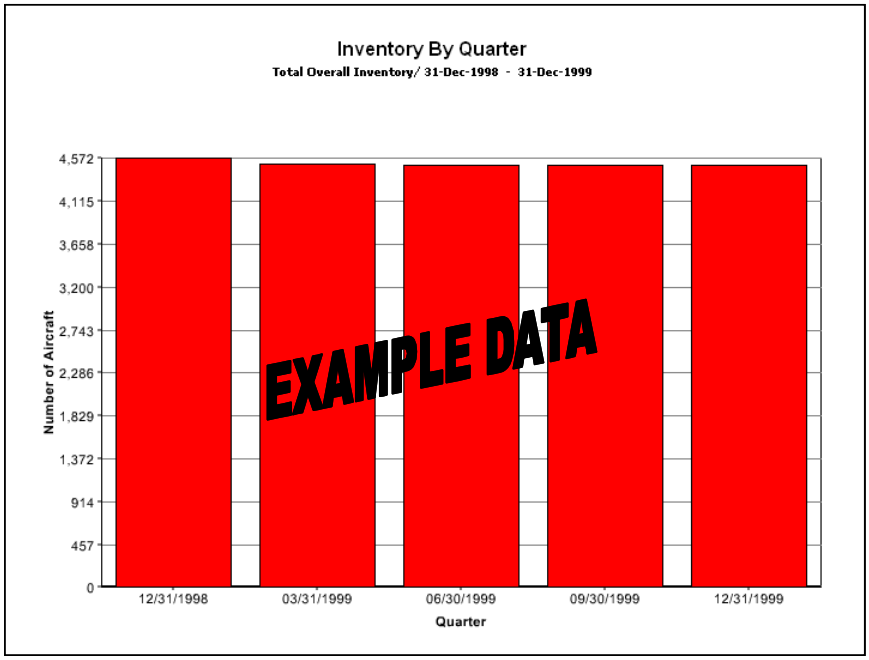
5.8.2.4 Change in Inventory by Quarter Report

The Change in Inventory by Quarter Report first requires input of the comparison report dates. Be sure the End Reporting Date is greater than the Begin Reporting Date. When using the Change Inventory by Quarter Report Window, you cannot select a reporting date from the Generalized Query Tool Window.

The Change in Inventory by Quarter Report shows the changes in an inventory over the different quarters selected. By double-clicking the left mouse key anywhere on the chart you can view the data that comprises the chart.

The following illustration shows the Please Select a Reporting Range Dialog Box. The next illustration is an example of a Change Inventory by Quarter graph.





5.8.2.5 "Summary" Reports

The following group of "summary" reports available from the Reports Inventory Submenu use the same format:

- Class and Command Summary
- Class, Command and TMS Summary
- Class, Command, Unit, and TMS Summary
- TMS Summary

Select the report depending on the desired detail of results. The report shows the aircraft breakdown of OPNAVINST 5442.2 (series), Table 9, per the selection in Generalized Query Tool. (The numbers have been set to zero for security purposes.)

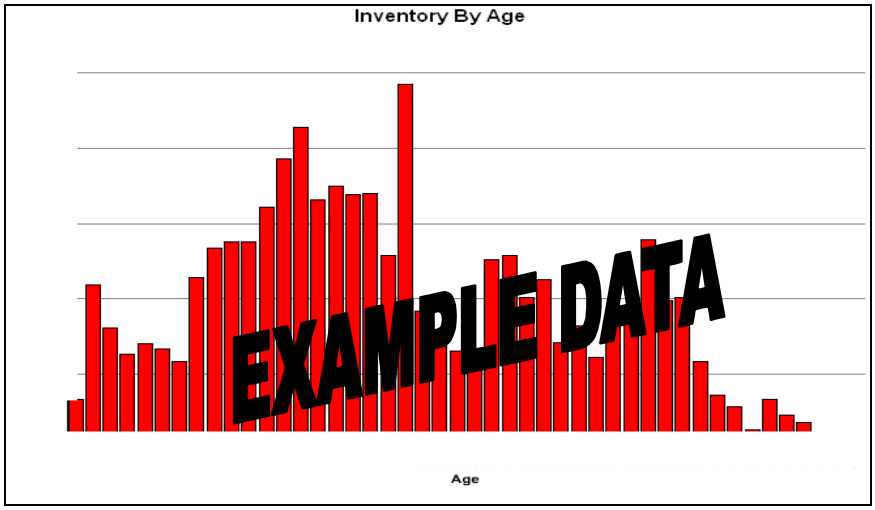
Active and Inactive Aircraft by Class and Command - Summary
CNATRA/ Fighter/ 31-Dec-1999

			ACTIVE											
				OPERATING				PIPELINE						
Class	Command	Total Overall	Total Active Inventory	Operating Acft Inventory	Oper Stat	ASPA	Spec Rework	Pipeline Acft Inventory	AWT Enroute Oper	In/Awt-Enrt-RW Stand	In/Awt-Enrt-RW Spec	A/C In First Delivery	Reconst Reserve	Total Inactive Inventory
Fighter	*Class*													
	CNATRA	0	0	0	0	0	0	0	0	0	0	0	0	0
Fighter	**CLASS TOTAL**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	GRAND TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

5.8.2.6 Inventory by Age Report

Inventory by Age Report shows the age of the inventory and the number of aircraft that are at each age. The age of an aircraft is determined by the aircraft age in months divided by 12; the remainder is dropped. For example, an aircraft is considered 2 years old if it is 24 to 35 months old. When the cursor is placed over an individual bar, a small pop-up window shows the age and number of aircraft for that bar. The Inventory by Age Window has more specific data by TMS

(the graph shows the grand total). The age is calculated the same as above. The Type Model Series Avg Age column is the summation of all the aircraft age in months in the TMS divided by 12 divided by the number of aircraft in the TMS. The Class Code Avg Age column is the summation of all the aircraft age in months in the Class Code divided by 12 divided by the number of aircraft in the Class Code. To see the Graph, click Graph on the Generalized Query Tool. To see the report click Report. Data in the report has been set to zeroes for security purposes.

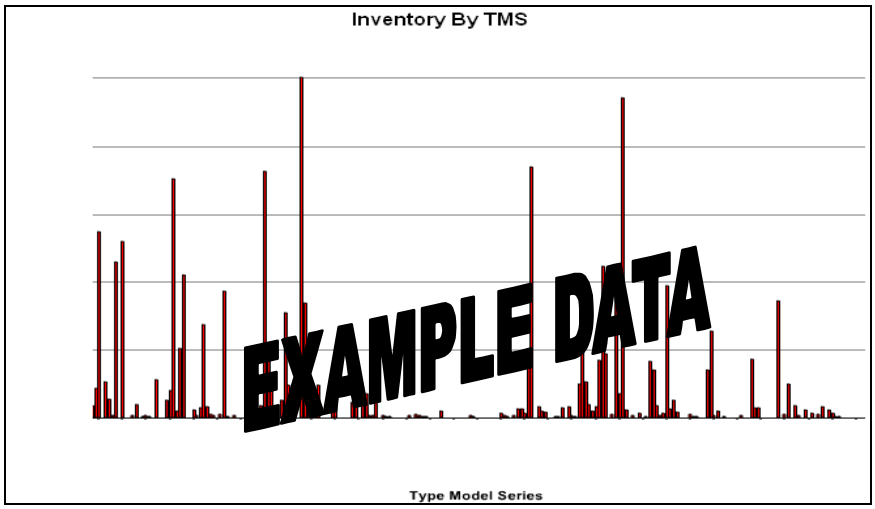


Inventory By Age
Total Overall Inventory/ CNATRA/ Fighter/ 31-Dec-1999

Class Desc	Type Model Series	Amn	Avg Age	< 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Grand Total
Fighter	FA-18A	FA18A	0																		0
	FA-18B	FA18B	0																		0
Fighter CLASS TOTAL			**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Inventory By Age			**Avg Age**	**< 1**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**Grand Total**
GRAND TOTAL			**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

5.8.2.7 Inventory by TMS Report

Inventory by TMS shows the number of aircraft that are in the inventory per the selection created in the Generalized Query Tool. To view the graph, click Graph. When the cursor is moved over an individual bar, a small pop-up window shows the TMS and number of aircraft for that bar. To see the data behind the window, click the Report button on the Generalized Query Tool.



5.8.2.8 Pipeline by Model (L-17) Report

Pipeline by Model (L-17) report is a summary report sorted and summarized by Class and TMS. The report is limited to Active aircraft only. Pipeline Percent equals Total Pipeline divided by Total Active. (The numbers in the following report have been zeroed out for security purposes.)

Pipeline Percent By Model - All Active Aircraft (L-17)
CNARF NAVY/ Fighter/ 31-Dec-1999

Class	TMS	Total Active	OPER and Pipe	Total Operating: Operating Status	Total Operating: ASPA	SPEC Rework	Total Pipeline	Other	Pipeline Percent
Fighter Class									
	F-5E	0	0	0	0	0	0	0	0.00
	F-5F	0	0	0	0	0	0	0	0.00
	FA-18A	0	0	0	0	0	0	0	0.00
	FA-18B	0	0	0	0	0	0	0	0.00
Fighter	**CLASS TOTAL**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0.00
	GRAND TOTAL:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0.00

5.8.2.9 Pipeline by Model (L-17A) Report

The Pipeline by Model (L-17A) report is identical to L-17, except for the capability to show a range of fiscal year (FY) quarters instead of only one quarter. (The numbers in the following report have been zeroed out for security purposes.)

Pipeline Percent By Model - All Program Aircraft (L-17A)
CNATRA/ Fighter/ Strike Fighter/ Sep 30, 1999 - Dec 31, 1999

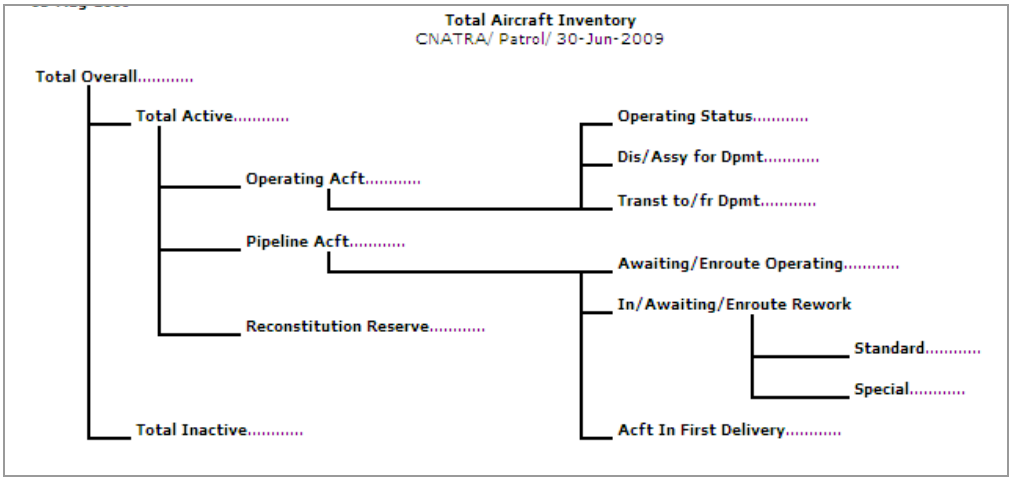
Class Fighter Class	TMS	Reporting Date	Total Active	OPER and Pipe	******** Total Operating ******** Operating Status	AWGT Operating	ASPA	SPEC Rework	Total Pipeline	Other	Pipeline Percent
	FA-18A										
		1999/09/30	0	0	0	0	0	0	0	0	0.00
		1999/12/31	0	0	0	0	0	0	0	0	0.00
	FA-18A Totals										**0.00**
	FA-18B										
		1999/09/30	0	0	0	0	0	0	0	0	0.00
		1999/12/31	0	0	0	0	0	0	0	0	0.00
	FA-18B Totals										**0.00**
	Fighter CLASS TOTAL										**0.00**
	GRAND TOTAL:										**0.00**

5.8.2.10 Retirement Distribution Graph (Op FY) Report

The Retirement Distribution Graph report is inactive because it is no longer used.

5.8.2.11 Total Inventory Summary Report

Total Inventory Summary Summarizes aircraft status codes described in Section 5.8.2.3. The report will have numbers to the right of the titles. The numbers have been set to zeroes in the example shown for security reasons.



5.8.2.12 Saving Report Output to File

Use the following steps to save the report to a local disk file:

1. In the Generalized Query Tool, click Data to retrieve the data in an Excel format.
2. Select the Save As option from the File Menu.
3. Enter the directory path and file name for data retrieved in the File Name entry field.
4. Select the desired format of the output file selecting the appropriate file type (usually Microsoft Excel or Tab Delimited Text) from the list of values.

5.8.2.13 Printing Reports to Local Printer

Before printing a page, select File > Print Preview in IE to ensure that the page will print as expected. If the report is cut off at the right margin, select Page Setup and select Landscape (instead of Portrait) orientation. Most of the reports are written to use the Landscape orientation. To print the report contents to a local printer:

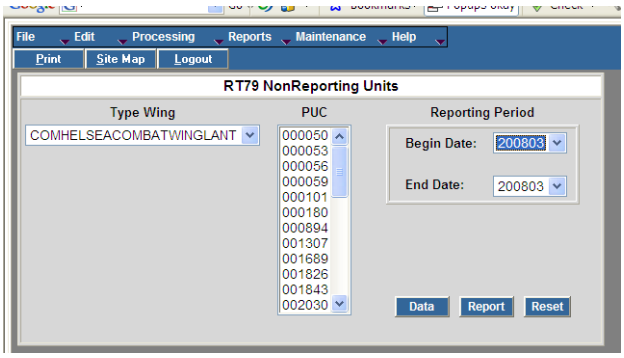
1. Select File from the IE Main Menu.
2. Select File>Print Preview to ensure the page layout is set to accommodate the report format.
3. Select Print and click OK.

5.8.3 RT79 and QHIL Non-reporting Units

The RT79 and QHIL Non-reporting Units report selects by PUC all the BUNOs that do not have an RT79 or Quarterly Hrs in Life records submitted during the months specified. If a BUNO is owned by multiple PUCs in a month, all the PUCs are expected to turn in an RT79. To save data to a file, follow the instructions in Section 5.8.2.12.

Use the following steps to generate the RT79 or Audit Non-reporting Units Report:

1. Set ACC.
2. Select by Type Wing.
3. Select specific a PUC or All Codes. Note: To include all PUCS in the report, do not highlight any value in the PUC LOV.
4. Specify a Reporting Period.



The results are ordered by BUNO, Wing Nomen, PUC, Unit Name Short, and Trans Date. The following illustration shows an example of the RT79 Non-Reporting Units report layout (no data).

UNCLASSIFIED
RT79 Non-Reporting Units Listing
Command Code: 10

From: 200803
To: 200803

WING:COMHELSEACOMBATWINGLANT
ALL PUCS

Wing Nomen	Puc	Unit Name Short	Trans Date	BUNO1	BUNO2	BUNO3	BUNO4	BUNO5
COMHELSEACOMBATWINGLANT	000050	HS-11	200803	165120 164800	164103 164615	165116	163795	164801
COMHELSEACOMBATWINGLANT	000053	HS-5	200803	164104 164613	165258 164796	164443 164799	164845	164450
COMHELSEACOMBATWINGLANT	000056	HS-3	200803	163796				
COMHELSEACOMBATWINGLANT	001307	HS-15	200803	164803	164614	165259	164618	164802

5.8.4 5 Year Attrition Rates

Select the Five Year Attrition Rate item from the Reports Menu to generate the 5 Year Attrition Report. The 5 Year Attrition Report shows the aircraft inventory over the last 5 years. It uses the inventory data to calculate percentages of aircraft loss from year to year. To view the report, select Report on the 5 Year Attrition Rate Submenu. To retrieve the raw data, select Data.

01-May-2008

AIRCRAFT INVENTORY READINESS REPORTING SYSTEM (AIRRS)

5 YEAR ATTRITION RATE FY 2003 - FY 2007
(OPERATING AIRCRAFT (A/C) ONLY)

		FY 2003			FY 2004			FY 2005			FY 2006			FY 2007					
Class	TMS	Mid Yr #A/C	End Yr Loss	End Yr #A/C	Mid Yr #A/C	End Yr Loss	End Yr #A/C	Mid Yr #A/C	End Yr Loss	End Yr #A/C	Mid Yr #A/C	End Yr Loss	End Yr #A/C	Mid Yr #A/C	End Yr Loss	End Yr #A/C	Total Loss	% 5 Yr Attr Rate	% Last Yr Attr Rate
H	AH-1Z	0	0	0	0	0	0	0	0	0	1	0	2	2	0	3	0	0.00	0.00
	MH-60R	4	0	4	6	0	6	6	0	5	6	0	8	8	0	10	0	0.00	0.00
	MH-60S	40	0	48	54	0	65	65	0	62	60	0	70	77	1	72	1	0.33	1.34
	NSH-60F	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0.00	0.00
	UH-1Y	0	0	0	0	0	0	0	0	0	2	0	2	1	0	3	0	0.00	0.00
	UH-60L	2	0	2	3	0	3	4	0	4	3	0	4	4	0	4	0	0.00	0.00
	YSH-60R	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.00	0.00
H Total		**46**	**0**	**54**	**63**	**0**	**74**	**75**	**0**	**72**	**73**	**0**	**86**	**93**	**1**	**92**	**1**	**0.27**	**1.08**

5.9 Maintenance Menu

The following illustrations show the Maintenance Menu options available to TYCOM and OPNAV users, respectively.

AIRRS allows authorized users to maintain key tables of data about the Naval aircraft inventory and organizational structure. The following is a description of changes by authorized user type. Authorization to perform the listed functions is based on the user role assigned to the individual user.

Authorized users with an OPNAV role may:

- Add new aircraft to the inventory
- Enter Strike Authorization Lists
- Update Capability Goals
- Update Period Standards
- Create new Organizations
- Modify Organizations
- Create new TECs
- Enters TEC Life Limits

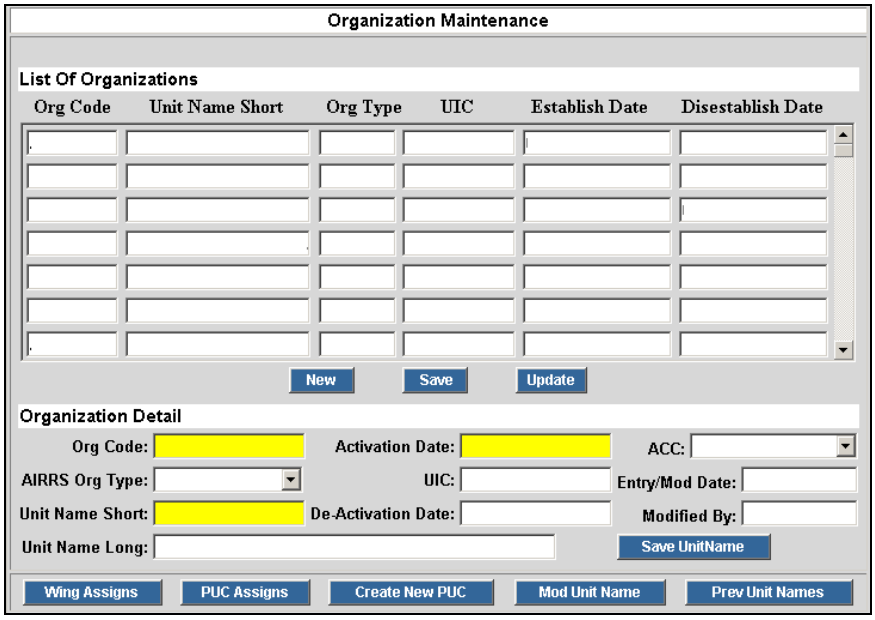
Authorized Aircraft Inventory Managers with a TYCOM role at the ACCs may:

- Create new Wings
- Update Squadron/Wing/TYCOM associations
- Create and assign new special characteristics
- Add new Standard Location Names and Common Location Variations

5.9.1 Maintenance Organizations Submenu

The Maintenance Organizations Submenu contains three options: Organizations, Wings, and Organizations View.

5.9.1.1 Create a New Organization (Squadrons or Wings)



To create a new organization (Squadrons or Wings):

1. Select New and enter the new information in the form fields. The fields with yellow backgrounds are mandatory for creating a new organization.
2. Click Save to update the data in the database or select Cancel to clear all previously entered data.

Note: If an organization has a name variation, do not use this window to enter a new organization. Use the Organization Variation Window (Section 5.9.3.10).

5.9.1.1.1 Wing Assignments

To make a Wing assignment:

1. Select Maintenance Menu > Organizations > Organizations.
2. Wings can be associated to an Organization Code by selecting Wing Assignments. A Wing Assignment Detail Window opens.
3. Select the Primary, Carrier Air Wing (CVW), or Secondary fields as appropriate and select a Wing name from the list of values.
4. The Begin Date defaults to the current date.
5. Repeat steps 3 and 4 until all Wing names and begin dates have been entered. Click Save.

5.9.1.1.2 View PUC Assignments

To view a PUC already associated with an Organization Code, select PUC Assignments. A PUC Assignment Detail Window shows the PUC(s) assigned to an Organization Code. If no PUC is assigned, a message opens to inform you that there are "No PUCs assigned to this ORG".

5.9.1.1.3 Create PUC Assignments

To create a PUC assignment:

1. Place the cursor in the Org to which the PUC will be related, and then click Create New PUC.
2. Enter the PUC, Activation Date, and Location. The Reports RT79 Data field defaults to Y (Yes).
3. Click Save.

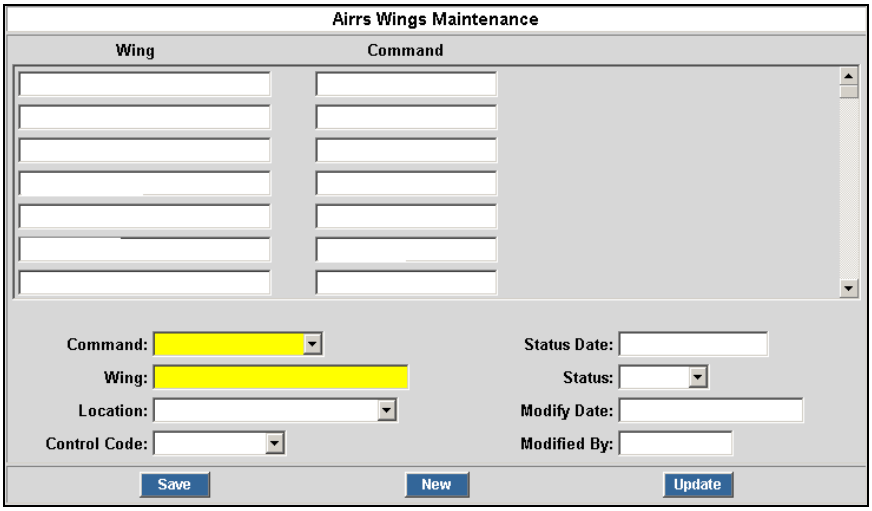
5.9.1.1.4 Modify Organizations

The only information that can be modified is the Unit Short Name and Unit Long Name. Any other modification requires that you deactivate the Organization Code and establish a new Organization Code.

1. Select the Maintenance Main Menu option to open the Maintenance Menu.
2. Select the Organizations option from the Maintenance Menu to open the AIRRS Organization Submenu.
3. Select Mod Unit Name. This option highlights the Unit Short Name Field in purple and allows you to change the Unit Name. You can now also change the Unit Long Name now.
4. After the changes are complete, click Save.

5.9.1.2 Wings

The following illustration shows the Airrs Wings Maintenance Window.



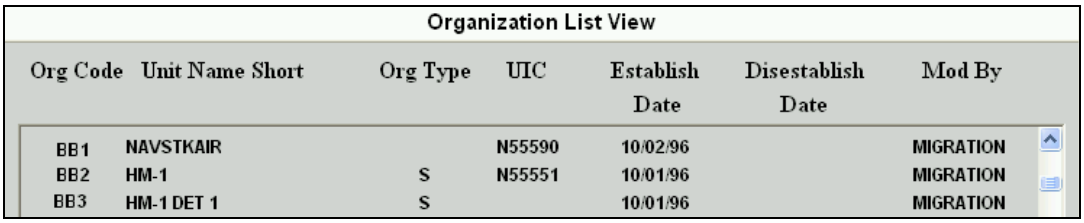
5.9.1.2.1 Create New Wings

To create a new Wing:

1. Click New. (Mandatory field entries have a yellow background.)
2. Select the appropriate Command from the list of values.
3. In the Wing field, enter a Wing name that is 25 characters or less.
4. Select the Control Code from the list of values:
   a. Primary = Primary Wing/Commander Fleet Air (COMFAIR)
   b. CVW = if Wing is a Carrier Air Group
   c. Secondary = Secondary Wing/COMFAIR
5. Status Date is the effective date of the Wing.
6. Status of the Wing defaults to Active.
7. Click Save.

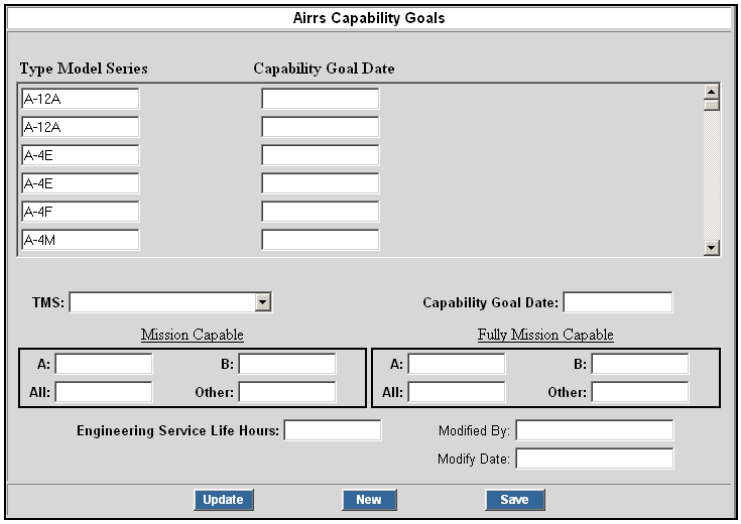
5.9.1.3 Organizations View

The Organization List View is a read-only window that contains the Org Code, Unit Name Short, Org Type, Unit Identification Code (UIC), the date it was established, the date it was disestablished, and the party who modified the information. If the disestablish date is empty, the Org Code is still active.



5.9.2 Capability Goals

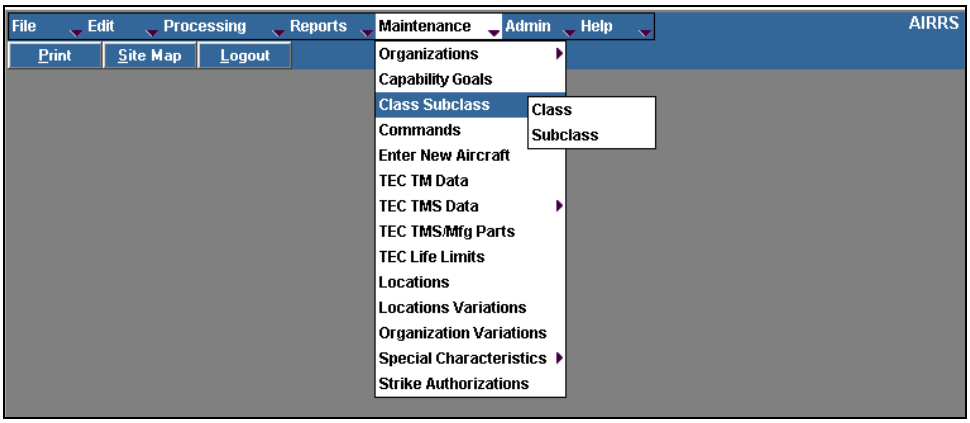
The Capability Goals data is updated with each revision of CNAFINST 4790.2 (series).



1. Use the upper window to select the TMS. The bottom window shows the associated capability goals.
2. Select New to make a change to the capability goals. The TMS field becomes a drop-down list.
3. Enter the first letter of the TMS. All TMSs that begin with the entered letter appear in the drop-down list.
4. In the Capability Goal Date field, enter the date of the OPNAVINST 5442.4 (series) or the date the Capability Goal became effective. Enter the date in an YYMM format.
5. Enter the MC and FMC percentages as whole numbers (omit the % sign).
6. Enter Engineering Service Life Hours, if known.
7. After entering data, click Save.
8. Cancel is used to stop a new entry prior to a Save action.

5.9.3 Maintenance Class Subclass Submenu

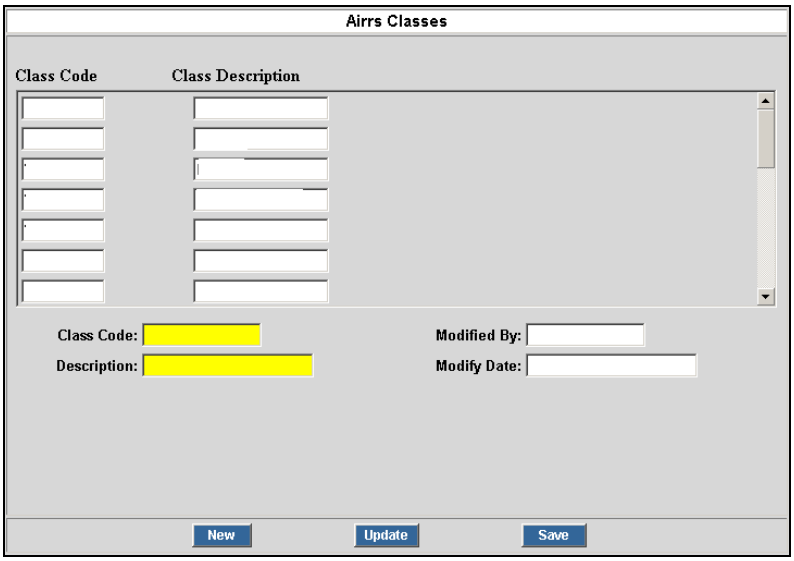
The following illustration shows the Maintenance Class Subclass Submenu.



5.9.3.1 Class

The AIRRS Classes Window contains all the class codes and their descriptions. To enter a new Class of aircraft into AIRRS, click New, type the class code, and description in the fields located at the bottom of the window, and then click Save.

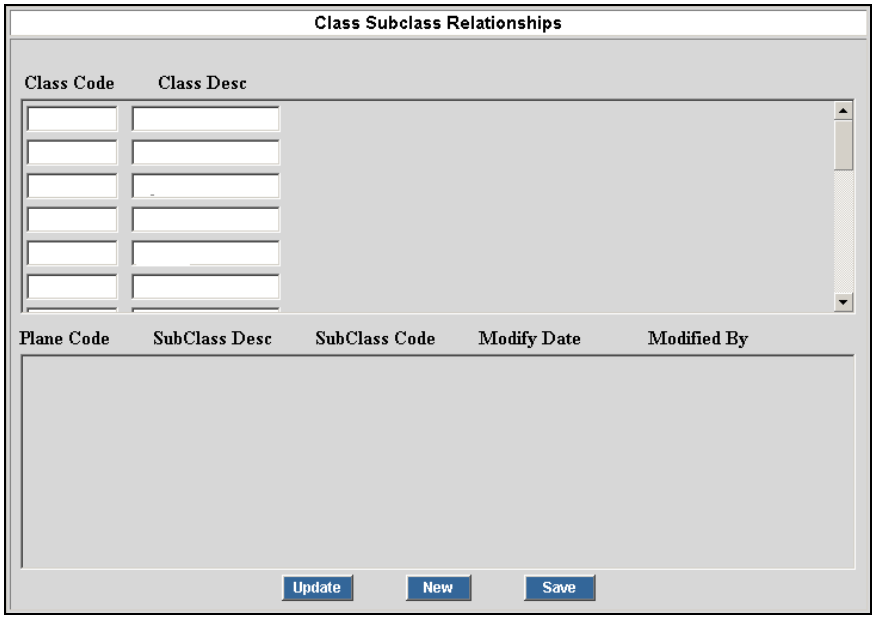
The following illustration shows an example of the AIRRS Classes Window.



5.9.3.2 Subclass

The Class/Subclass Relationships Window contains all the subclasses in each class. To view the subclasses detail for a particular class, place the cursor in the appropriate class code. To create a new Subclass:

1. Place the cursor in the Class Code with which the Subclass is to be associated and click New.
2. Enter the plane code, subclass description, and subclass code, then click Save.



5.9.3.3 Commands

Clicking the Command option on the Maintenance Menu opens the AIRRS Commands Data Maintenance Window so authorized users can enter new Command codes or deactivate existing Command codes. To create a new Command:

1. Click New and enter the following information:
   a. Command's full name into the Command box.
   b. Two-digit code (Navy commands should end with a 0 and Marine commands a 1) into the Code box.
   c. Command short name (must be 15 or less characters).
   d. Unit ID code.
   e. Start Date.
2. Click Save.
3. To deactivate an existing command, enter the date the command was deactivated (DD-MMM-YYYY format). Click Update.

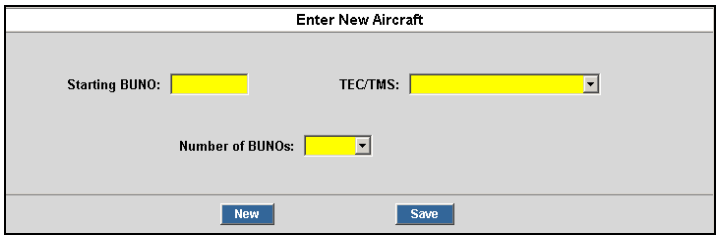
5.9.3.4 Enter New Aircraft

Each time an aircraft is acquisitioned by the Navy, OPNAV N88 assigns a BUNO. Normally, a range of BUNOs is assigned to a particular order of a number of aircraft of the same TMS. AIRRS XRAY, Audit, and RT79 validation software compares the BUNO of the incoming transaction to the table of BUNOs maintained in the database.

If the transaction BUNO matches an entry in the table, the BUNO is considered valid. If the transaction BUNO is not found in the table, it is considered invalid.

BUNOs are entered in the database via the Enter New Aircraft Window:

1. Select Maintenance > Enter New Aircraft menu option to open the Enter New Aircraft Window.

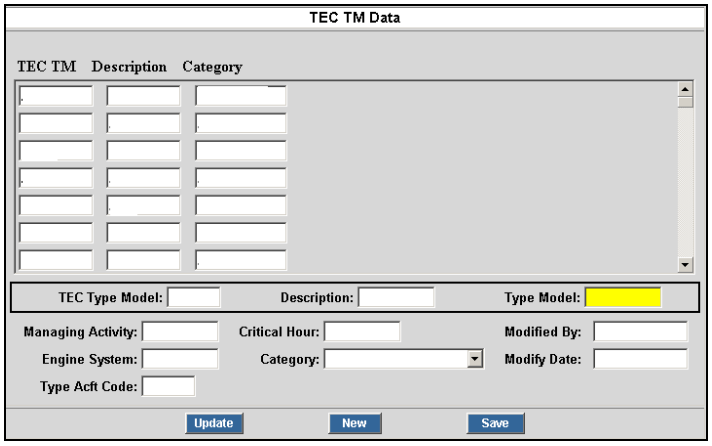


2. Enter the Starting BUNO in the Starting BUNO field.
3. Select the TMS from the list of values in the TEC/TMS field.
4. Type a value or use the list of values in the Number of BUNOs field to select the number of BUNOs to generate.
5. Click Save. The software generates the requested number of new BUNO records beginning with the specified starting number.

5.9.3.5 TEC TM Data

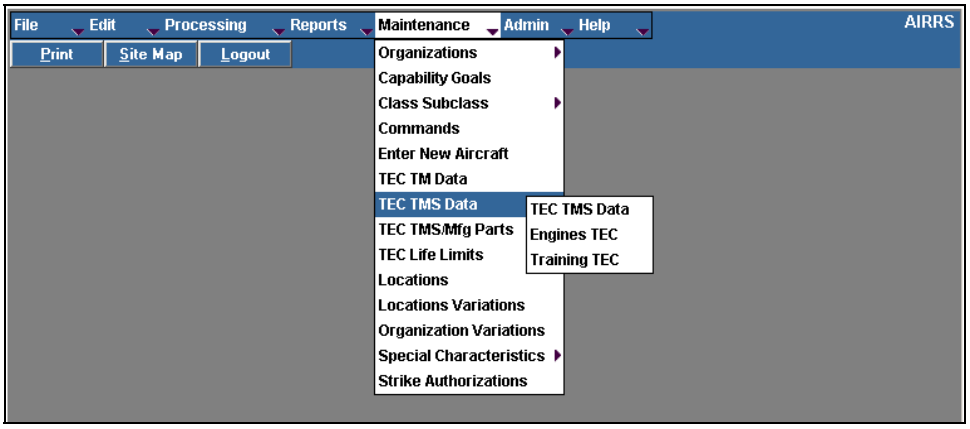
5.9.3.5.1 Enter a New Type Model (Three-Position TEC)

1. Select the TEC TM Data Submenu from the Maintenance Menu to open the TEC TM Data Window.
2. Select New and make entries in the following mandatory fields: TEC TM, Description, TM, and Category.
3. Enter data in other fields as appropriate.
4. Click Save. The window refreshes and shows in the upper section the record you added. Records appear in alphabetical order.



5.9.3.6 Maintenance TEC TMS Data Submenu

The following illustration shows the Maintenance TEC TMS Data Submenu.

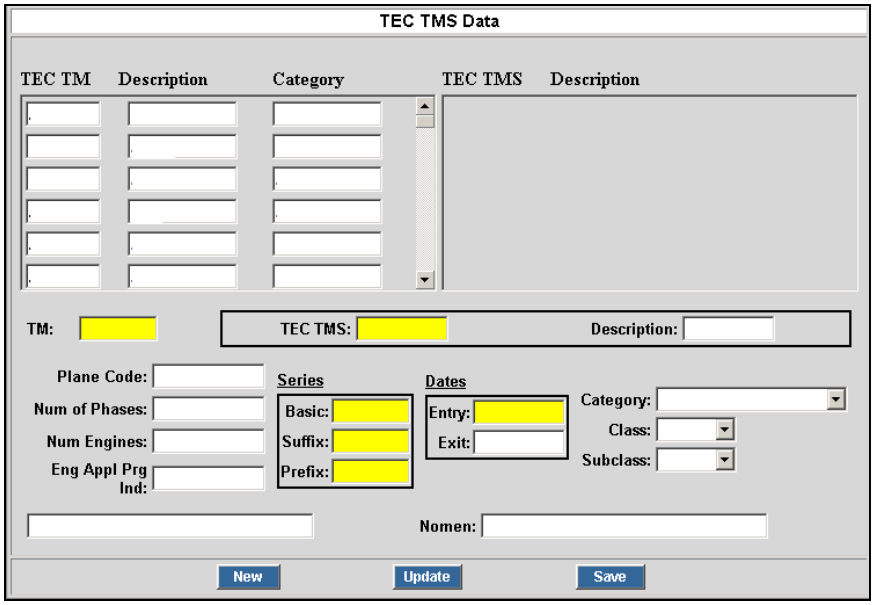


5.9.3.6.1 TEC TMS Data

Before a four-position TEC can be created, a three-position TEC must exist.

5.9.3.6.1.1 Enter New Aircraft, Missile and Support Equipment TECs

The following illustration shows the TEC TMS Data Window.



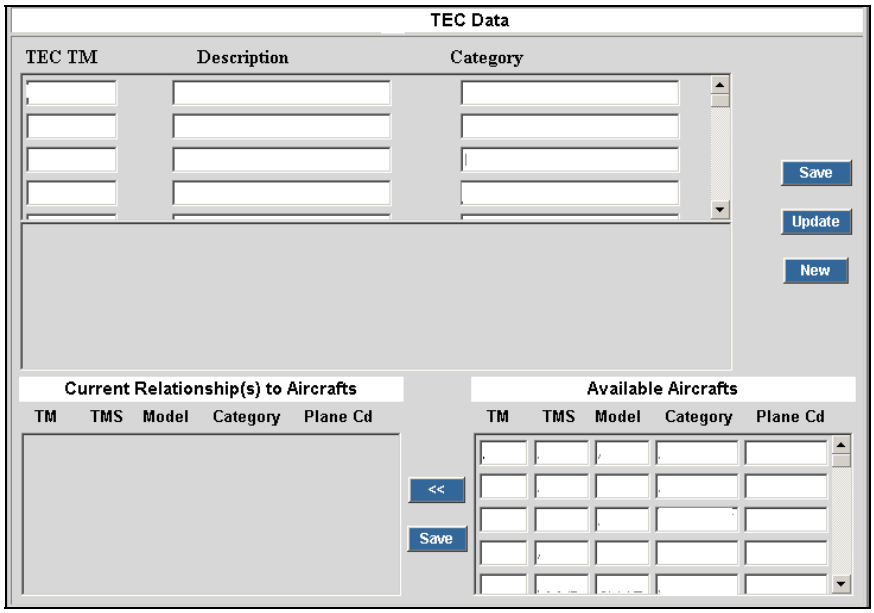
1. In the upper window, select the TEC TM to add a new four-position TEC.
2. Click New.
3. Enter the four-position TEC corresponding to the selected TEC TM.
4. Enter the Description. For TECs ‘A,’ ‘K,’ and ‘N’ enter the TM Series (e.g., C-130J, SH-60B).
5. Enter the Entry Date in MM/DD/YY format. The Entry Date reflects the effective date of the TEC, not the date the data is being entered.
6. Select the appropriate Category from the drop-down list.
7. For TECs ‘A,’ ‘K,’ and ‘N’ select the appropriate Class from the drop-down list.
8. Enter any other data as appropriate. The mandatory fields have a yellow background.
9. Click Save.

Note: When entering aircraft data, it is essential to select a Class (and a subclass, if appropriate). If the class is not entered, the reports will not show the existence of the aircraft.

5.9.3.6.2 Engines TEC

5.9.3.6.2.1 Enter New Engine TECs

The following illustration shows the TEC Data Window.



1. In the top window, select the TEC TM to add a new four-position TEC.
2. Select New. The mandatory fields are highlighted in yellow.
3. In the TEC TMS field, enter the new four-position TEC.
4. To associate aircraft TMS that relate to the engine, click on the appropriate TEC TM in the Available Aircrafts box. Then click the << button to move the TEC TMS to the Current Relationship(s) to Aircrafts box. Repeat this step for each TEC TMS that applies.
5. Click Save.
6. To Dissociate aircraft TMS related to an engine, click the TM box under 'Current Relationship(s) to Aircrafts' of the TMS to dissociate and select the >> button.
7. Click Save.

5.9.3.6.3 Training TEC

5.9.3.6.3.1 Enter New Training Devices TECs

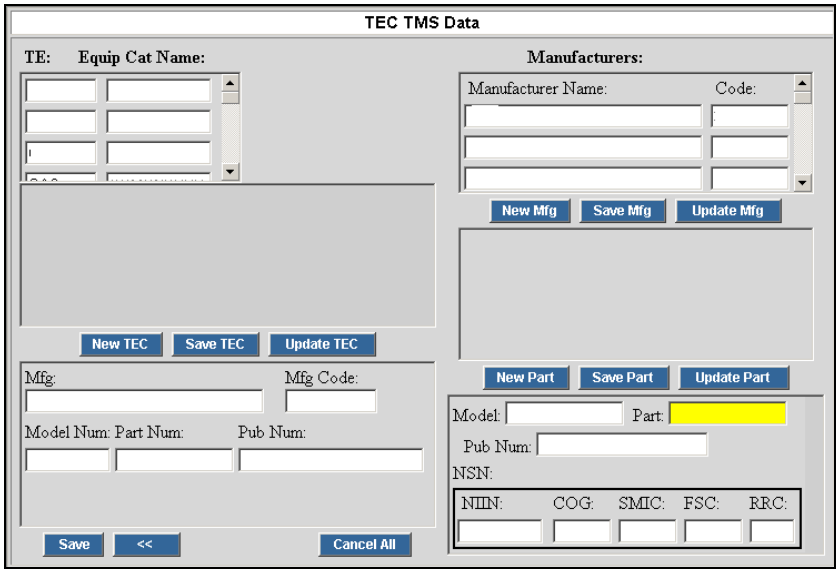
1. In the top window of the TEC Data form (see Section 5.9.3.6.2.1), select the TEC TM to add a new four-position TEC.
2. Click New. The mandatory fields are highlighted in yellow.
3. In the TEC TMS field, enter the new four-position TEC.
4. To associate aircraft TMS that relate to the Training Device, click the appropriate TEC TM in the Available Aircrafts box.
5. Click the << button to move the TEC TMS to the Current Relationship(s) to Aircrafts box. Repeat steps 5 and 6 for each TEC TMS that applies.
6. Click Save.

7. To dissociate aircraft TMS related to a Training Device, click the TM box under 'Current Relationship(s) to Aircrafts' of the TMS to dissociate and click the >> button.
8. Click Save.

5.9.3.7 TEC TMS/Mfg Parts

5.9.3.7.1 Enter New Support Equipment TECs

The TEC TMS Data Entry Window is a multi-purpose entry window that allows input for establishing new support equipment TECs. The window also allows input for manufacturers, Commercial and Government Entities (CAGEs), part numbers, and publications associated with support equipment.



Use the following steps to enter a new Support Equipment (SE) TEC:

1. Select from the Maintenance Menu > TEC TMS/Mfgr Parts Submenu. The left-hand portion of the window is used to enter SE TECs.
2. Select the appropriate Type Equipment from the upper left-hand corner of the window.
3. Click New TEC TMS. In the TEC TMS window, enter the new TEC in the TEC field.
4. Enter the date the TEC became effective in the Entry Date field using MM/DD/YY format.
5. Click Save TEC TMS.
6. Use Cancel TEC TMS to clear previously entered data prior to using Save TEC TMS.

5.9.3.7.2 Associate Manufacturers/Part Numbers to SE TEC

To associate manufacturers and part numbers with an SE TEC:

1. Select from the Maintenance Menu > TEC TMS/Mfgr Parts Submenu.
2. On the right hand portion of the window, select the desired manufacturer from the Manufacturer's box. Part numbers associated with the selected manufacturer appear in the Parts box.
3. Click to highlight the desired part number, and then select << to move the data to the TEC/Parts Association box.
4. Repeat steps 2 and 3 until all desired part numbers appear in the TEC/Parts Association box.
5. Click Save.
6. To remove a part number's association to a TEC, select the part number in the TEC/Parts Association box and select >>.
7. Click Save.
8. Click Cancel to remove a previous entry in the TEC/Parts Association box prior to clicking Save.
9. To Dissociate a Part Number to TEC relationship, in the lower left corner of the window, select the Part Number Dissociation button.
10. A box will appear to confirm the dissociation. Select Cancel to stop the action or OK to Save the dissociation action.

5.9.3.7.3 Enter a New Manufacturer

To enter a new manufacturer:

1. Select from the Maintenance Menu > TEC TMS/Mfgr Parts Submenu.
2. In the Manufacturers box, select New Mfg. A blank row appears in the bottom of the box.
3. Enter the Manufacturer Name and CAGE Code.
4. Click Save Mfg.
5. Click Cancel Mfg to clear any previously entered data prior to clicking Save Mfg.

5.9.3.7.4 Enter a New Part Number

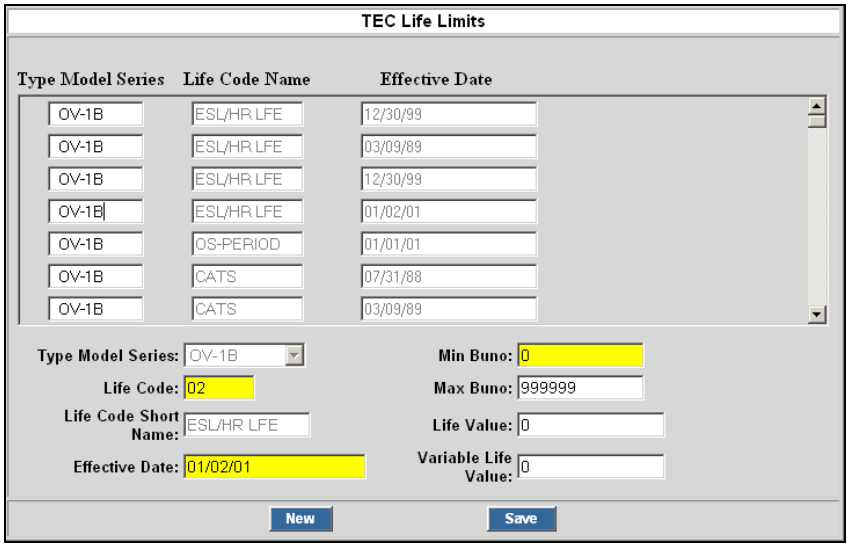
To enter a new part number:

1. Select from the Maintenance Menu > TEC TMS/Mfgr Parts Submenu. The new part number must be associated with a manufacturer.
2. Select the manufacturer from the Manufacturer box.
3. In the Part Detail box, select New Part.
4. In the Part Detail box, enter the Model Number, Part Number, and any technical publication information.
5. Click Save Part. The new part is now associated with the selected manufacturer.
6. Click Cancel Part to clear any previously entered data prior to clicking Save Part.

5.9.3.8 TEC Life Limits

The TEC Life Limits Window inserts the latest life limits for TMS. The Effective date indicates when the life code became active for the TMS. If there is more than one life code for a TMS, the latest effective date indicates the current life code. To see the details of the TMS's life code, place the cursor in the Type Model Series field for the selected life code and effective date.

The following illustration shows the TEC Life Limits Window. The data shown is not accurate for security purposes.



Life Codes:

02 - ESL/HR LFE
10 - OSL/OSM
12 - OS-PERIOD
14 - OS-NON-OP
24 - CATS
26 - ARRESTS
28 - LANDINGS
42 - OSP-IMC-CV
43 - OSP-IMC-L
94 - CATS/BUNO
96 - ARST/BUNO
98 - LAND/BUNO

5.9.3.9 Locations and Location Variations

The AIRRS software maintains a list of official Location Names against which location data reported in XRAY transactions are validated. Additionally, the software maintains a list of common Location Name Variations to ease the burden of Inventory Managers from having to correct improperly entered Location Names.

The XRAY validation software first looks in the Standard Location Names table to find a match of the reported Location Name. If it finds a match, the location name is deemed valid. If it cannot find a match, it searches the Location Variations table. If a match is found there, the software substitutes the Standard Location Name associated with the variation in the original XRAY transaction and deems the location field to be valid. If no match is found, the location is deemed invalid.

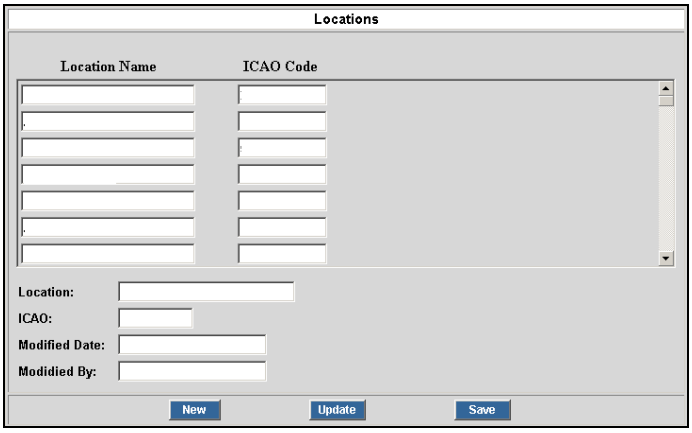
The AIRRS software also provides windows for maintaining both Standard Location Names and Common Location Variations. The rules for using these functions are:

1. To add a Standard Location Name (for example, the name of a newly-established air station or ship), use the Add a New Location steps in Section 5.9.3.9.1. Do not add a new Standard Location Name entry for a location that already exists in the database.
2. To add a Common Variation of a Standard Location Name (that is, a common misspelling or other variant of a Standard Location Name), use the Add a Location Variation steps.

5.9.3.9.1 Add a New Location

Use the following steps to a new Location:

1. Select the Maintenance - Locations menu entry. The software opens the AIRRS Location Maintenance Form. The window consists of two windows. The upper window shows the list of Standard Location Names currently in the system.
2. Click New at the bottom of the form. The software displays a blank form in the lower window.
3. Enter the location name in the Location field.

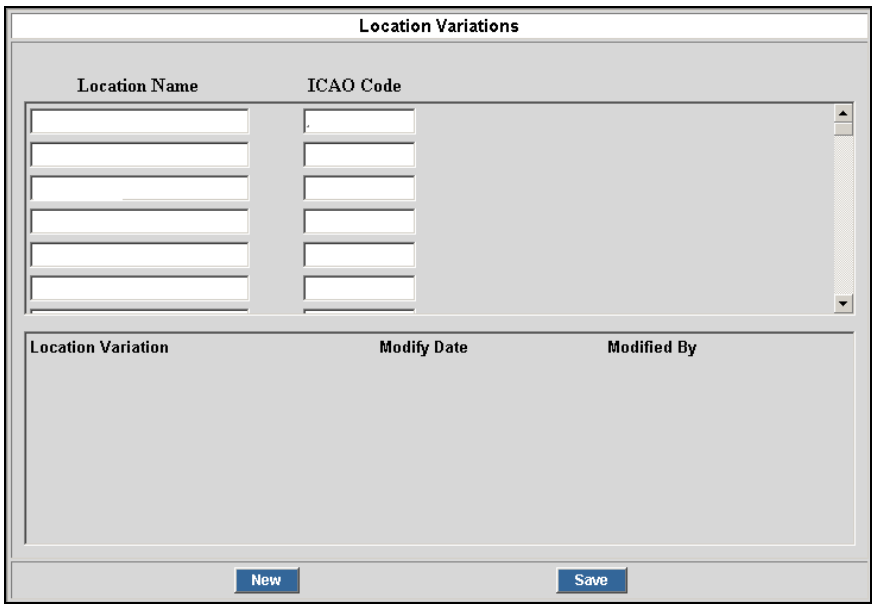


4. If known, enter the International Civil Aviation Organization (ICAO) code in the ICAO field.
5. To submit the change, click Save.
6. If there are additional locations to enter, return to Step 1.

5.9.3.9.2 Add a Location Variation

Use the following procedure to add a new Common Location Variation for an existing Standard Location Name:

1. Select the Maintenance - Location Variations menu option to open the AIRRS Location Variations Window.
2. The Location Variations Window has an upper and lower section. The upper section opens a list of the Standard Location Names currently in the database. The lower section opens a list of all Common Location Variations associated with the Standard Location Name indicated in the upper section.

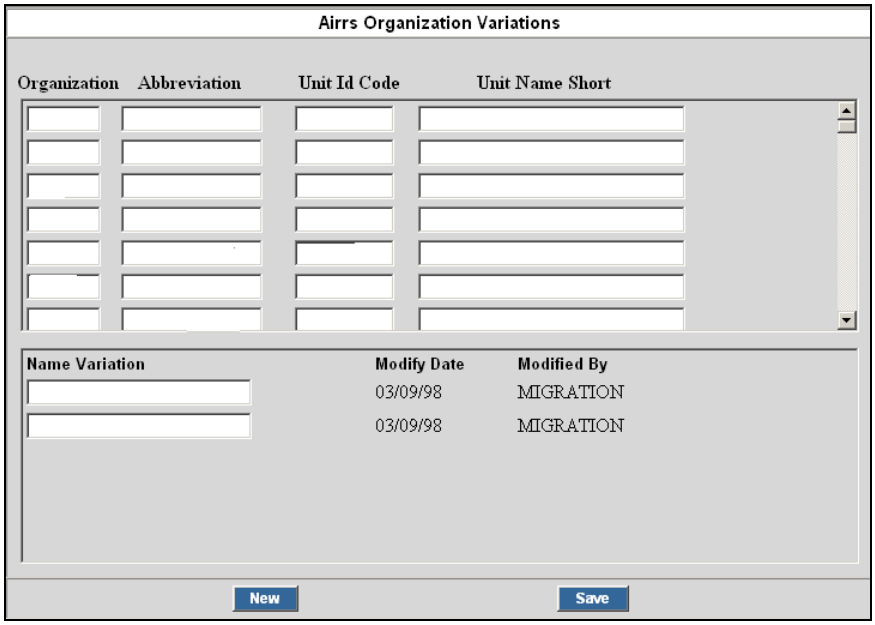


3. To add a new Variation for an existing Standard Location Name, scroll through the upper section list to find the desired Standard Location Name and click that row.
4. Click New at the bottom of the window. A blank entry appears at the bottom of the list in the lower section.
5. Enter the location name variant desired in the blank entry field.
6. Click Save at the bottom of the window.
7. If there are additional variations to enter, return to Step 1.

5.9.3.10 Organization Variations

The Organization Variation Window allows TYCOM and OPNAV users to enter variations of an organization:

1. Scroll until the Unit Name Short is in view, then place the cursor in the organization field that corresponds with that Unit Name Short.
2. Click New, place the Name Variation in the empty box, and then click Save.



5.9.3.11 Maintenance Special Characteristics Submenu

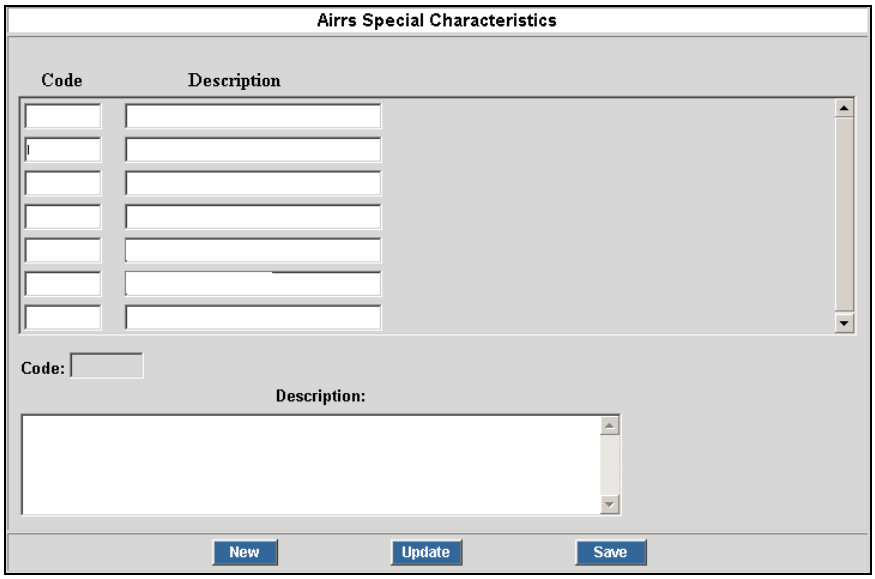
5.9.3.11.1 Create/Assign New Special Characteristics

The AIRRS software maintains a list of Special Characteristics that may be assigned to individual aircraft (by BUNO). Special characteristics currently listed include the following:

- AV-8B Night Attack
- AV-8B Radar
- AV-8B Reman/Radar
- AV-8B Day Attack
- NAV-8B/NTAV-8B
- Grp 0 E-2C
- Grp 1 E-2C
- Grp II E-2C
- HE 2K E-2C
- MCU E-2C
- NAV E-2C
- FA-18 Night Attack

The Special Characteristics information is linked to individual aircraft with start and end dates delimiting the period during which the special characteristic is associated to the aircraft. Use the following steps to create new special characteristics entries:

1. Select the Maintenance Menu, Create New Special Characteristics Submenu.
2. Click New. The following illustration shows the Airrs Special Characteristics Window.



3. Enter the next three-digit sequential code in the Code field.
4. Tab to the Description text box.
5. Enter the descriptive text.
6. Click Save.

Use the following steps to create or assign special characteristics entries:

(This section is under development.)

5.9.3.12 Strike Authorizations

Each time an aircraft is stricken from the Naval inventory for any reason other than Category 1 - Strike Due to Damage, the strike action has to be authorized first by a Strike Board. The Strike Board issues a list of aircraft to be stricken. When a strike action XRAY is received by AIRRS, validation checks the Strike Damage Code to determine if it is other than a Category 1 strike. If it is, the BUNO is referenced in a table of authorized strikes based on the Strike Board's list.

5.9.3.12.1 Enter BUNO into Strike Authorization Table

To get the BUNO into the table, authorized users select the Maintenance > Strike Authorizations Submenu option to open the Strike Authorization Window. The Strike Authorization Window contains a list of all past Strike Authorizations, in order by BUNO, in the database.

5.9.3.12.2 Enter New Strike Authorizations

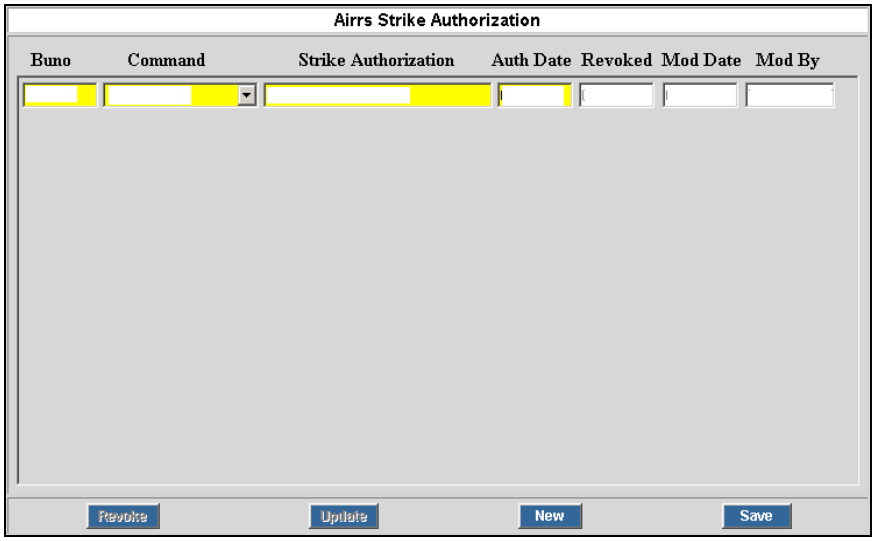
Use the following steps to enter one or more new Strike Authorizations:

1. Click New at the bottom of the window. A blank line appears at the bottom of the existing Strike list.
2. Enter the BUNO in the BUNO field.
3. Select the Command from the Command drop-down list.
4. Enter the Strike Authorization reference in the Authorization field.
5. Enter the Authorization Date in the Auth Date field.
6. Click Save.
7. To enter more Strike Authorizations, return to Step 1.

5.9.3.12.3 Revoke Strike Authorizations

Occasionally, a previously entered Strike Authorization must be revoked because it was entered incorrectly or because the Strike Board revoked it. To revoke a previously entered Strike Authorization:

1. Click in the BUNO box of the row to be revoked.
2. Click in the Auth box in the same row.
3. Click Revoke at the bottom of the list. The Revoke field is populated with the current date, which is not an editable field.

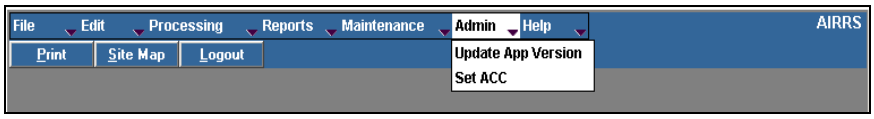


5.9.4 Admin Menu

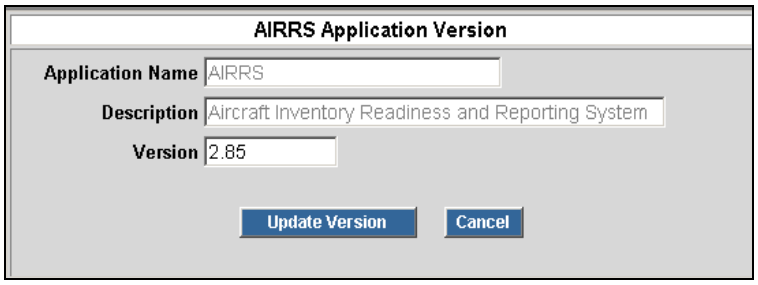
Only the AIRRS Admin role may use the Admin Menu.

5.9.4.1 Update App Version

The following illustration shows the AIRRS Admin >Update App Version option.

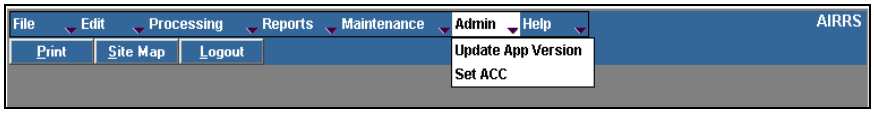


Only the AIRRS Admin role can change the application version number. The following illustration shows an example of the AIRRS Application Version Window.

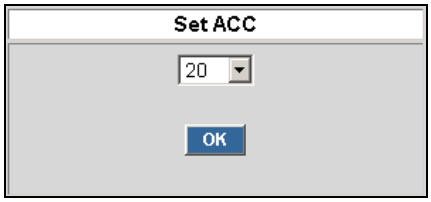


5.9.4.2 Set ACC

The following illustration shows the AIRRS Admin >Set ACC option.

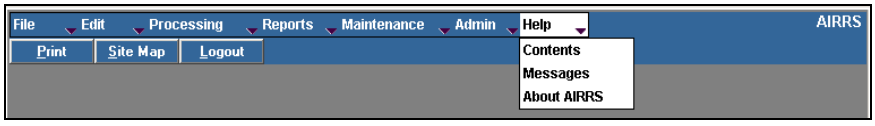


Selecting the Set ACC option opens the Set ACC Dialog Box, shown in the following illustration.



5.10 Help Menu

The following illustration shows the Help Menu.

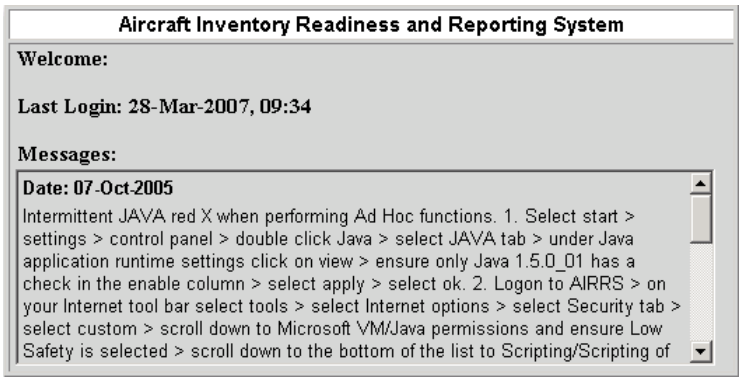


5.10.1 Contents

The Contents option opens the AIRRS UM in PDF format.

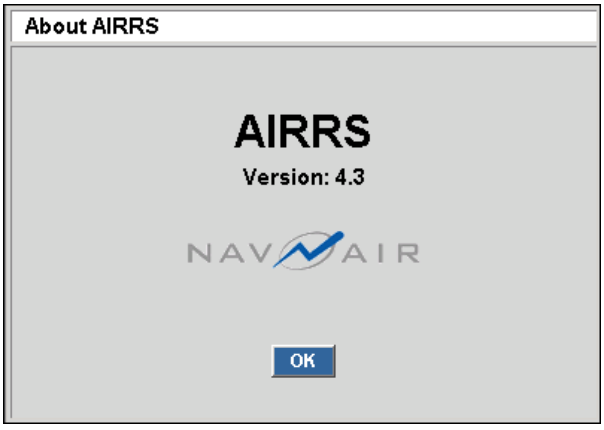
5.10.2 Messages

Selecting the Messages option opens a window containing system messages. The following illustration shows an example of the Messages Window.



5.10.3 About AIRRS

Selecting About AIRRS from the Help Menu opens the About AIRRS Window. The following illustration shows an example of the About AIRRS Window.



5.11 Miscellaneous Buttons

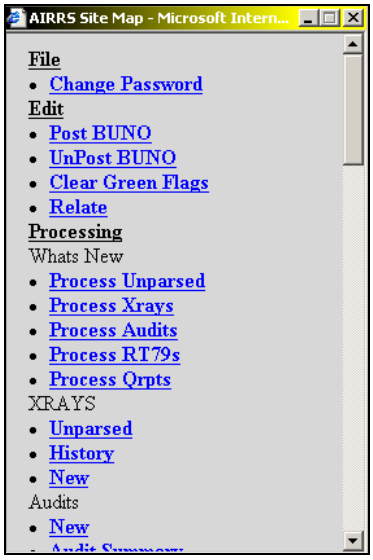
5.11.1 Print

For instructions on using the Print function, see Section 5.8.2.13.

5.11.2 Site Map

Use the AIRRS site map to navigate through the application without having to use the mouse (508 compliance). To use the Site Map without the mouse, press the keyboard Tab key until the Site Map option is highlighted.

The following illustration shows an example of the Site Map options.



5.11.3 Log Out

To log off the AIRRS application, click Logout located at the top of the window.

6.0 AIRRS Transaction Processing

The AIRRS software is designed around a display and processing paradigm that remains the same regardless of transaction type (i.e., the steps required for reviewing and correcting XRAYs or RT79s, are all essentially the same). The key elements of the paradigm are transaction windows, status flags, display states, and sequence and version numbers.

6.1.1 Transaction Windows

The software provides two levels of windows for reviewing and correcting transactions: summary windows and detail windows.

6.1.1.1 Summary Windows

Summary Windows list a limited number of data elements about an individual transaction. These elements vary from transaction type to transaction type but generally consist of a BUNO, PUC, Correction Indicator, Action or Report Date, SEQNO, and version number fields. Additionally, the Summary Window contains a colored flag to the left of each entry to indicate the validation status of the record.

6.1.1.2 Detail Windows

Detail windows (Table 6) contain all the data elements visible to the user for a single transaction record. The detail windows differ from one transaction type to another because the data elements are different. Use the detail window to make corrections to invalid transactions or to change valid but otherwise incorrect transactions.

Table 6. Detail Window Functions

Button	Role	Description
Calc Table	All	Use to see what is in the Calc Table for a given BUNO.
Cancel	All	Cancels the action and returns to the Welcome Window.
Delete	TYCOM	The record is not physically deleted from the database. It is set to a stat flag of D for historical purposes so the system will no longer 'see' the XRAY.
History (XRAY/Audit) XRAY History (RT79)	TYCOM, Wing	Returns all XRAYs and audits for the BUNO. Be sure to click the audit indicator and stat flag boxes, which will indicate if the row contains an XRAY or an audit (X or A in the audit indicator column) and the status flag of the record (see Section 6.1.2 for more details). If the XRAYs are out of order, click Sort, then select Audit indicator Desc and Action Date Desc, in that order, to separate the XRAYs and Audits and to order them by action date.
Override	TYCOM	To override an error, place the cursor in the field and click Override. The record revalidates and the screen refreshes without the error. Override should only be used when the information is correct but the record is failing validation.
Update	TYCOM, Wing	If the version number is 1, Update creates and revalidates a version 2 XRAY. The version 1 XRAY is saved as originally inserted into the database for historical purposes. If the version number is 2, using Update will update and revalidate the version 2 XRAY.
Validate	TYCOM, Wing	Validate only revalidates the XRAY. If no changes are made in the fields, it is better to use Validate to keep the database uncluttered.

6.1.2 Status Flags and Transaction Validity

Each transaction record in the AIRRS database has a status flag that identifies its status in the processing cycle. Visual analogs of these status flags are shown on the Summary Window in different colors. The status flags are one-character indicators, the value of which can be interpreted as shown in Table 7.

Table 7. Status Flag Indicators and Values

Flag	Description
A	The transaction is Awaiting validation (i.e., it has either just been loaded into the system and has not yet been through the validation cycle, or the record may have begun the validation process but a software failure left it in the A status). An 'A' status results in a Yellow flag displaying to the left of the record on the Summary Window.
V	The transaction is Valid according to the rules programmed into the validation software. Note: A record identified by the software as valid may not necessarily be correct. The complexity of the validation rules can result in a successful validation when the content of the record may not be in accordance with the intent of the governing OPNAV instruction. A 'V' status results in a green flag displaying to the left of the record on the Summary Window.

Flag	Description
I	The transaction is Invalid. It has failed the validation process. An 'I' status results in a Red flag displaying to the left of the record on the Summary Window.
W	The transaction is Waiting for an earlier transaction (i.e., one with either an earlier Action Date or with the same Action Date and a lower Order Number). Because of the sequential nature of transaction processing, the validation of a transaction cannot be relied upon unless all earlier transactions are considered valid. A 'W' status results in a Yellow flag that appears to the left of the record on the Summary Window.
P	The transaction has been Posted. Valid transactions are Posted to the production tables in the database, from which reports are generated and in which historical information is stored. A 'P' status results in a Green flag displaying to the left of the record on the Summary Window.
D	The transaction has been Deleted (i.e., logically, but not physically from the database) either by user action or by being replaced by a Delete/Correct transaction. 'D' status transactions are invisible to the validation and the posting processes. Deleted transactions, however, are, maintained in the database and can be viewed by authorized users via the ad hoc query capability.
R	The transaction has an error that will require further intervention to fix. R is a manually created flag used by the maintenance programmer to allow normalization to continue until the problem has been resolved.

6.1.3 Display States

Each transaction in the AIRRS database contains a Display State indicator that is used to determine whether the record should appear in the Summary Window each time it is opened.

Display States are maintained separately from Status Flags because the user may desire to keep a record on the Summary Window for reference purposes, regardless of its Validation Status.

The Display State is a four-character field, the value of which can be interpreted as follows:

- KEEP - Keep the transaction available to the Summary Window query process so that it may be included each time the Summary Window opens.
- DROP - Drop the transaction from the Summary Window process so that it does not appear each time the Summary Window opens.

6.1.4 SEQNOs and Version Numbers

The AIRRS software uses system-generated SEQNOs and Version Numbers as primary keys to identify records within a table. SEQNOs and Version Numbers are assigned by the system as the records are loaded into their respective tables. Each new record loaded is assigned a new SEQNO and a Version Number of 1. Note that SEQNOs and Version Numbers reflect only the order in which the records were loaded and have no true relationship to the sequence in which the transaction should be processed. (See Section 6.1.5.)

The software only assigns a Version Number of 2 to records that have been edited, corrected, or modified by a user via the Detail Window Update process. The SEQNO and Version Number are shown on both the Summary Window and Detail Window for the following purposes:

1. The user may reference the numbers in reporting problems to software maintenance personnel.

2. The user may enter the numbers as references for the Delete/Correct process when the process has been unable to automatically identify either of:
   a. The appropriate Original record reference by the Delete transaction.
   b. The appropriate Delete record referenced by the Correct transaction.

6.1.5 Order Number

When more than one status code change is reported on the same Action Date, AIRRS uses the order number to identify the order of the transactions. Transactions are numbered sequentially (e.g., 1, 2, 3) to identify the sequence in which they occur. The highest number represents the latest status to occur for an Action Date.

7.0 Error Messages and Recovery Actions

Table 8 identifies the various input XRAY data elements and the corresponding validations performed for each. The error message resulting from each validation is also shown.

Table 8. Data Elements and Validations

XRAY Data Element	Validation	Error Message
BUNO	Cannot be blank.	100099-Cannot be Blank.
	Must be numeric; 6-position (cannot = 0).	100100-BUNO cannot be greater than 6 digits. 100101-BUNO not numeric.
	Must be in AIRRS database (cmis_platform table).	100102-BUNO not found in database.
	Duplicate XRAY with same BUNO, Action Date and Order Number.	100103-More than one duplicate prior rows with same BUNO, action date and order number.
	Strike authorization not recorded for this BUNO.	100105-No Strike Authorization on file for this BUNO.
	Duplicate XRAY with same BUNO, Action Date and Order Number.	100189-Duplicate BUNO, action date, order number record found matching this record. 100190-More than one duplicate BUNO, action date, order number record found matching this record.
	Must be in AIRRS database (cmis_platform table).	100402-BUNO not found in database.
	Must not be stricken.	100501-BUNO cannot be stricken from the database.
TMS	Cannot be greater than 15 characters.	100171-TMS cannot be more than 15 characters long.
	Check for valid TMS against AIRRS.	100172-TMS not found in master TMS list.
	TMS must be same as prior TMS for this Action Code.	100173-TMS must be the same as prior XRAY TMS.
	TMS must be different from prior for Action Code ‘M’.	100174-TMS cannot be equal to prior XRAY TMS for this Action Code.

XRAY Data Element	Validation	Error Message
	TMS cannot be blank for this Action Code.	100177-TMS cannot be blank for this Action Code.
PUC	PUC must be established as of Action Date.	100104-PUC found in database but disestablished as of Action Date.
	PUC cannot be blank.	100106-PUC cannot be blank.
	PUC must be in AIRRS database.	100107-PUC not found in database.
	PUC must be same as previous reported PUC with Action Code; 'E','H','M','S','X','L'.	100108-PUC must be same as previous XRAY PUC for this Action Code.
	PUC cannot be same as previous reported PUC with Action Codes; F','G','R'.	100109-PUC must not be the same as previous XRAY for this Action Code.
	PUC must be 6 digits.	100110-PUC must be exactly 6 digits long.
	PUC must be numeric.	100111-PUC must be numeric.
ORG CODE	Organization Code must be 3 characters.	100350-AV-3M Organization code cannot be greater than 3 characters.
	Organization Code must be reported on Organization Change Location only.	100351-AV-3M Organization code must be blank. 100352-AV-3M Organization code cannot be blank for this Action Code.
	Organization Code must be in AIRRS database.	100353-AV-3M Organization code not valid.
	Action Date of XRAY must fall within Organization Code establish and disestablish dates.	100354-AV-3M Organization code not valid in combination with PUC.
LOCATION	Location name must be in AIRRS database.	100391-Aircraft Location on the XRAY not valid.
	Location name must be different from previous reported Location for L Action Code.	100392-Aircraft Location cannot be the same as the prior XRAY aircraft location for L Action XRAYs.
	Location cannot be blank for this Action Code.	100393-Aircraft Location cannot be blank.
	Location name must be in AIRRS database.	100398-Unit Location is not valid location.
STATUS CODE	Check for valid prior status code sequence against AIRRS status code stored procedure.	100159-Status Code/Prior Status Code combination not valid.
	Status Code must be in AIRRS database.	100160-Status Code is invalid.
	Status Code must be 3 characters.	100161-Status Code must not be longer than 3 characters.
	Status Code cannot be blank for this Action Code.	100162-Status Code cannot be blank.
	Status Code position 1 cannot equal 'A' if command code equal '70'.	100163-Status Code must be BX0, BA0, or VF0 for A-action XRAY.
	Action Code 'S'.	100164-Status Code must be 1S0, 2S0, 3S0, or 4S0 for S-action XRAY.
	Status Code must be in AIRRS database.	100165-Status Code not found in status code table.

XRAY Data Element	Validation	Error Message
	Action Code 'L'.	100166-Status Code must be equal to prior status code for Action Code 'L' 100167-Status Code not valid for Action Code 'L' XRAY after end of period.
	Action Code 'E'.	100168-Status Code first char. must be E, F, or J for E-action XRAY.
	Action Code 'F'.	100169-Status Code first char. must be D, E, M, N, P, or W, or code must be S20, S30, S40, or R00 for F-action XRAY.
	Action Codes 'G' & 'H'.	100170-Status Code first char. must be A and third char. must be 0 for G- or H-action XRAYs.
PERIOD	Action Codes 'M' or 'X'.	100180-Period cannot be equal to the previous XRAY period for Action Code 'M' or 'X'.
	Inspection Types 'C' or 'F' and Action Code is not 'X' or 'M'.	100182-Period must be 000 or blank for this Action Code.
	Status Code begins with 'T' or 'U'.	100183-Period must be 000 for this Status Code.
	Period must be numeric.	100184-Period must be numeric.
	Action Code 'G' or 'X' (if reporting a change in Period).	100185-No period data on file for this BUNO in pltfm_periods table.
	Action Codes; 'E', 'F', 'L','R' & 'S'.	100186-Period must be equal to latest posted XRAY Period for Action Codes E, F, R, S, L.
	Action Codes 'G' or 'H'.	100187-Period must be equal to previous XRAY Period + 1 for Action Codes G and H.
	Action Codes other than 'M' or 'X'.	100191-Period must be entered for this action code.
	IMC aircraft if first reported period must match with IMC Table.	100601-Period Number must match Period Number in database for IMC aircraft.
	Current reported Period to previous reported period.	100701-Period does not match last reported period.
PERIOD END DATE	PED must be numeric.	100201-PED must be numeric.
	PED must be 6 digits.	100202-PED length must be 6 digits long.
	Action Codes 'A' or 'S' for non-PACE aircraft.	100203-PED cannot be 0 for Action Code S or A or for non-PACE aircraft. 100204-PED is not a valid Date Format 'YYYYMM'. 100205-PED must be equal to year and month of Action Date. 100206-PED must be equal to Prior PED for this Action Code.

XRAY Data Element	Validation	Error Message
	PACE or PDM and Drone or Experimental aircraft.	100207-PED must be equal to 000000 for PACE and PDM aircraft and Drone and Experimental aircraft.
	Validation takes non-aging into account. (Override error if PED is reported correctly).	100208-Reported PED not equal to PED calculated by system.
	Inspection Type change.	100298-PED must be entered for this action code.
	Inspection type change.	100298-PED must be entered for this action code.
	PED input format must be DD-MON-YYYY.	100299-Prior PED is invalid date format.
	PED output format must be YYYY-MM-DD.	100300-PED must be of the format 'YYYYMMDD'.
	Action Code 'H'.	100527-Period End Date (PED) must equal Action Date plus Operating Service Period Months for aircraft's TMS on H-action XRAYs.
EXTENSION	Must be 2 digits.	100231-Extension Number cannot be more than 2 digits for Action Codes L,M, R, or X.
	Action Codes; 'A', 'E', 'F', 'G', 'H' or 'S'.	100232-Extension Number must be blank for Action Code A, E, F, G, H or S.
	Extension must be numeric.	100233-Extension Number must be numeric.
	Extension cannot be less than previous reported Extension Number.	100234-Extension Number cannot be less than the previous Extension Number.
ASPA PACE	Action Code 'F' and Period End flag is 'TRUE'.	100209-ASPA/PACE must be blank.
	ASPA PACE must be 6 digits.	100210-ASPA/PACE must be 6 digits long.
	Action Codes; 'A', 'S', or 'Y'.	100211-ASPA/PACE must be blank or must equal prior XRAY ASPA/PACE.
	Inspection Type 'G' (IMC).	100214-ASPA/PACE must be equal to prior ASPA/PACE.
	Action Codes 'E' or 'F'.	100215-The first two positions of ASPA/PACE should equal 00 or second character must be 9.
	Inspection Type 'C' (PACE).	100216-The last 4 positions of ASPA/PACE must be 0000 or must equal MMYY of Action Date.
	Inspection Type 'D' (PDM).	100217-The fifth position of ASPA/PACE cannot equal 9.
	Action Codes 'E' or 'F' for other than PACE or PDM aircraft.	100218-The Last 4 positions of ASPA/PACE must be 0000.
	Action Codes 'G' or 'H' for non-PACE/PDM/IMC aircraft.	100219-ASPA/PACE must be blank or equal to 000000.
	ASPA/PACE must be numeric.	100221-ASPA/PACE must be numeric.
	Action Codes 'G' or 'H' for PACE aircraft.	100222-The last 4 position of ASPA/PACE must be 'MMYY'.

XRAY Data Element	Validation	Error Message
	Action Codes 'G' or 'H' for PACE aircraft.	100223-The last 4 positions of ASPA/PACE must be equal to action date plus OSPM.
	Action Codes; 'M', or 'X'.	100225-ASPA/PACE must not be equal to prior ASPA/PACE for this Action Code.
	Inspection Types 'E' or 'F'.	100226-ASPA/PACE must be blank, NA, N.A., or N/A for aircraft of this Type/Model/Series.
	New_pid_date set to prior + 12 months.	100227-Planned Inspection Date in Item L does not match calculated Planned Inspection Date.
	Status Codes; G41 & G50.	100228-ASPA/PACE in progress not compatible with reported Status Code.
	If period end flag is 'TRUE'.	100559-ASPA/PACE must be blank, NA, N.A., or N/A for aircraft where period has ended and new period has not begun.
	Inspection Type 'G' (IMC).	100603-First two digits of ASPA/PACE must be 00 for IMC aircraft.
	Inspection Type 'G' (IMC).	100604-PMI/POI must exceed prior PMI/POI on X action XRAY for IMC aircraft.
	Action Codes 'R' or 'X' Inspection Type 'A' (ASPA).	100607-ASPA indicates ASPA deferral, new ped/osm must be reported. 100702-ASPA Field does not match last reported ASPA.
OSM (Operating Service Months)	OSM must be 3 characters.	100301-Prior OSM must be 3 characters.
	OSM must be numeric.	100302-Prior OSM must be numeric.
	OSM must be 3 characters.	100303-OSM must be 3 characters.
	OSM must be numeric.	100304-OSM must be Numeric.
	Inspection Type 'F'.	100305-OSM must be blank or equal to 000.
	Action Code 'L'.	100306-OSM must be equal to the Prior OSM.
	Action Codes; 'E', 'F' or 'S' or Inspection Type 'G' (IMC).	100307-OSM reported does not match the calculated OSM. 100308-OSM must be blank for this plane and action code.
	Inspection Type not equal to 'C' and Action Code is not 'M' or 'X'.	100309-OSM must not be blank or equal to 000.
	Action Code not 'E', 'F', or 'S' and Period End Flag is not 'TRUE'.	100310-OSM must be equal to the Prior OSM and OSM must be blank or not equal to 000.
	Action Code 'A', Drones and Experimental aircraft and aircraft in Status Code beginning with 'T' or 'U'.	100311-OSM must be 000 for this Action Code, Status Code, or TMS.

XRAY Data Element	Validation	Error Message
	Action Code 'M'.	100312-OSM cannot be blank for this Action Code.
ACTION DATE	Action Date must be 8 digits.	100112-Action Date must be 8 digits long in format YYYYMMDD.
	Action Date format.	100113-Action Date must be of the format 'YYYYMMDD'.
	Action Date sequence.	100114-Action Date cannot be later than current date.
	Action Date cannot be blank.	100115-Action Date cannot be blank.
	Estimated Rework Completion Date compared to current Action Date.	100269-Action Date of in-work XRAY exceeds latest Estimated Rework Completion Date.
ACCEPTANCE DATE	Acceptance Date format.	100151-Accept Date must be of the format 'YYYYMMDD'.
	Action Code 'A'.	100152-Accept Date must be equal to Action Date for this XRAY.
	Cmis_platform deliv_dt check.	100153-Accept Date invalid based on delivery date in database.
COMMAND CODE	Cannot be blank; must be valid code - 10, 11, 20, 21, 30, 31, 40, 50, 60, 70, or 90.	Cannot be blank. Invalid Command Code.
AUDIT INDICATOR	Must equal 'A' or 'X' for all input records being processed.	'A'-Audit Record. 'X'-XRAY Record.

Table 9 identifies the various input RT-79 data elements and the corresponding validations performed for each. The error message resulting from each validation is also shown.

COMNAVAIRFORINST 4790.2 (series) governs policy for data entry and provides specific guidance for each data element.

Table 9. RT-79 Data Elements and Validations

RT-79 Data Element	Validation	Error Message
BUNO	BUNO must be in the cmis_platform table.	100402-Bureau Number (BUNO) not found in database.
	BUNO, Org, Trans Date and PUC duplicate check.	100410-Duplicate record found with same BUNO, TRANS_DATE, ORG_CODE, and PUC.
TEC	TEC must be in cmis_prgm_types table.	100443-No Type Equipment Code (TEC) data found in database.
	TEC must begin with 'A', 'K' or 'N'.	100444-Type Equipment Code (TEC) is invalid.TEC must be 'A','K' or 'N' in position 1.
	TEC forth position must not be '9'.	100445-Type Equipment Code (TEC) is invalid. TEC must not be 9 in position 4.
ORG CODE	Organization Code must be in airrs_av_orgs table.	100404-Organization Code not found in database.

RT-79 Data Element	Validation	Error Message
	Trans Date must fall within the Org establish and disestablish dates.	100448-Organization Code (ORG) not valid for reported Transaction Date.
PUC	Trans Date must fall within the PUC establish and disestablish dates or verify PUC/ORG assignment.	100403-Permanent Unit Code (PUC) not found in database OR PUC/Org Code combination not valid.
	Verify PUC/ORG assignment.	100405-PUC/ORG combination not valid as of this transaction date.
REPORT DATE (TRANS DATE)	Verify Trans Date fifth and sixth position.	100446-Transaction Date is invalid, must be in range of 01 thru 12 in position 1-2.
FMC MAINT HRS	Verify FMC Maint Hrs are not greater than hours in the month.	100416-Full Mission Capable (FMC)-Maintenance hours reported on all RT-79s for this aircraft this month must be less than total number hours in report month.
	Verify FMC Maint Hrs are not greater than EIS hrs.	100417-Full Mission Capable (FMC)-Maintenance hours must not exceed Equipment In Service (EIS) hours.
PMC MAINT HRS	Verify PMC Maint Hrs are not greater than hours in the month	100430-Partially Mission Capable (PMC)-Maintenance hours reported on all RT-79s for this aircraft this month must be less than total number hours in report month.
	Verify PMC Maint Hrs are not greater than EIS hrs	100431-Partially Mission Capable (PMC)-Maintenance hours must not exceed Equipment In Service (EIS) hours.
NMCM SCHED	Verify NMC Sched Maint Hrs are not greater than hours in the month.	100423-Non-Mission Capable (NMC)-Maintenance, Scheduled hours reported on all RT-79s for this aircraft this month must be less than total number hours in report month.
	Verify NMC Sched Maint Hrs are not greater than EIS hrs.	100424-Non-Mission Capable (NMC)-Maintenance, Scheduled hours must not exceed Equipment In Service (EIS) hours.
NMCM UNSCHED	Verify NMC UnSched Maint Hrs are not greater than hours in the month.	100427-Non-Mission Capable (NMC)-Maintenance, Unscheduled hours reported on all RT-79s for this aircraft this month must be less than total number hours in report month.
	Verify NMC UnSched Maint Hrs are not greater than EIS hrs.	100428-Non-Mission Capable (NMC)-Maintenance, Unscheduled must not exceed Equipment In Service (EIS) hours.
FMC SUPPLY	Verify FMC Supply Hrs are not greater than hours in the month.	100418-Full Mission Capable (FMC)-Supply hours reported on all RT-79s for this aircraft this month must be less than total number hours in report month.

RT-79 Data Element	Validation	Error Message
	Verify FMC Supply Hrs are not greater than EIS hrs.	100419-Full Mission Capable (FMC)-Supply hours must not exceed Equipment In Service (EIS) hours.
PMC SUPPLY	Verify PMC Supply Hrs are not greater than hours in the month.	100432-Partially Mission Capable (PMC)-Supply hours reported on all RT-79s for this aircraft this month must be less than total number hours in report month.
	Verify PMC Supply Hrs are not greater than EIS hrs.	100433-Partially Mission Capable (PMC)-Supply hours must not exceed Equipment In Service (EIS) hours.
NMC SUPPLY	Verify NMC Supply Hrs are not greater than hours in the month.	100425-Non-Mission Capable (NMC)-Supply hours reported on all RT-79s for this aircraft this month must be less than total number hours in report month.
	Verify NMC Supply Hrs are not greater than EIS hrs.	100426-Non-Mission Capable (NMC)-Supply hours must not exceed Equipment In Service (EIS) hours.
FLT HRS	Flight Hours less than or equal to hrs in month minus EOS hrs check.	100414-Flight hours must be less than or equal to (Hours in Month minus EOS Hours).
	Flight Hours less than or equal to hrs in month check.	100415-Flight Hours must be less than total number hours in report month.
	Flight Hour check when EIS equals hrs in month (this error can be overridden if aircraft did not fly for the month, but had EIS hrs).	100429-Flight Hours are normally greater than zero when EIS equals total hours in month and (NMCM Scheduled + NMCM Unscheduled + NMCS) is less than total hours in month.
NUM FLTS	Number of Flights compared to Flight Hours reported.	100421-Number of Flights reported does not agree with Flight Hours reported. Both must be either zero of blank, or both must be greater than zero.
FLT HRS SHIP	Ship Flight Hours less than or equal to hrs in month check.	100440-Ship Ops Flight Hours must be less than total number hours in report month.
	Ship Flight Hours must not be greater than Flights Hours reported.	100441-Ship Ops Flight Hours must not exceed Flight Hours.
NUM FLTS SHIP	Number of Ship Flights compared to Ship Flight Hours reported.	100438-Ship Ops Number of Flights reported does not agree with Ship Ops Flight Hours reported. Both must be either zero of blank, or both must be greater than zero.
EIS HRS	EIS cannot be greater than hours for the reported month (i.e., 744, 720, 696 or 672)	100412-Equipment In Service (EIS) hours must be less than total number hours in report month.

RT-79 Data Element	Validation	Error Message
	Sum of EIS and EOS check.	100422-Sum of Equipment In Service (EIS) hours and Equipment Out of Service (EOS) hours must be less than or equal to the total number of hours in report month.
EOS HRS	EOS cannot be greater than hours for the reported month (i.e., 744, 720, 696 or 672). Sum of EIS and EOS check.	100413-Equipment Out of Service (EOS) hours must be less than total number of hours in report month. 100422-Sum of Equipment In Service (EIS) hours and Equipment Out of Service (EOS) hours must be less than or equal to the total number of hours in report month.
SCIR HRS	Sum SCIR hours check.	100437-SCIR hours must exceed the sum of NMCM-Scheduled, NMCM-Unscheduled, NMC-Supply, PMC-Maintenance, PMC-Supply, FMC-Maintenance, and FMC-Supply hours.
INVENTORY CODE	Inventory Code check.	100420-Inventory Code is invalid, must be 1, 2, 3, 4, 9, or A.
CORRECTION CODE	Correction Code check.	100408-Correct Code is invalid, must be 1, 2, or blank.
DPC	Data Processing Code must be in the airrs_av_orgs table.	100409-No Data Processing Code (DPC) found in database.
AWAY	Away Code check.	100401-Away Code is invalid. The code must be alphanumeric or blank.

8.0 Notes

None.

9.0 Definitions, Acronyms, and Abbreviations

This is a consolidated list of acronyms compiled specifically for AIRRS documentation. Not all acronyms appear in this document.

Acronym	Definition
ACC	Aircraft Controlling Custodian
AEMS	Aircraft Engine Management System
AIMD	Aircraft Intermediate Maintenance Department
AIRRS	Aircraft Inventory and Readiness Reporting System
AIRS	Aircraft Inventory Reporting System
AIS	Automated Information System
AMN	Aircraft Model Nomenclature
ASPA	Aircraft Service Period Adjustment

Acronym	Definition
ATD	Acceptance Test Description
AV3M	Aviation Maintenance and Material Management
BAI	Backup Aircraft Inventory
BUNO	Bureau Number
CAC	Common Access Card
CAGE	Commercial and Government Entity
CM	Configuration Management
CMIS	Configuration Management Information System
COMFAIR	Commander Fleet Air
CPM	Computer Programmer Manual
CSCI	Computer Software Configuration Items
CUD	Compilation Unit Data
CVW	Carrier Air Wing
DB	Database
DBA	Database Administrator
DD	Data Dictionary
DECKETR	DECision Knowledge Programming for Logistics Analysis and Technical Evaluation (DECKPLATE) Engine Transaction Reporting
DECKPLATE	DECision Knowledge Programming for Logistics Analysis and Technical Evaluation
DISN	Defense Information Systems Network
DM	Data Management
DMS	Defense Message System
DoD	Department of Defense
DON	Department of the Navy
DSF	Data Services Facility
DSN	Defense Switched Network
EIS	Equipment In Service
EOS	Equipment Out of Service
FMC	Full Mission Capable
FMCM	Full Mission Capable Maintenance
FMCS	Full Mission Capable Supply
FMS	Foreign Military Sales
FSC	Federal Supply Classification
FSP	Fixed Service Period
FTP	File Transfer Protocol
FY	Fiscal Year

Acronym	Definition
GUI	Graphical User Interface
HTML	HyperText Markup Language
I&T	Integration and Test
I/O	Input/Output
ICAO	International Civil Aviation Organization
ID	Identification
IDE	Integrated Data Environment
IE	Internet Explorer
IIS	Internet Information Services
IMC/P	Integrated Maintenance Concept/Plan
IMD	Interface Management Document
INC	Incident
IPT	Integrated Product Team
JDBC	Java Database Connection
JRE	Java Runtime Environment
LAN	Local Area Network
LMDSS	Logistics Management Decision Support System
MC	Mission Capable
MCAPP	Modification, Corrosion and Paint Program
MTP	Master Test Plan
NADOC	Naval Aviation Depot Operations Center
NALCOMIS	Naval Aviation Logistics Command Management Information System
NALDA	Naval Aviation Logistics Data Analysis
NAMO	Naval Aviation Maintenance Office
NAMP	Naval Aviation Maintenance Program
NAS	Naval Air Station
NAVAIR	Naval Air Systems Command
NAVFLIRS	Naval Flight Record Subsystem
NAVMASSO	Naval Management Systems Support Office
NAVSEA	Naval Sea Systems Command
NAVSUP	Naval Supply Systems Command
NAVWAN	Naval Aviation Wide Area Network
NEADG	Navy Enterprise Application Development Guide
NEP	Navy Enterprise Portal
NIIN	National Item Identification Number
NMC	Not Mission Capable

Acronym	Definition
NMCI	Navy/Marine Corps Intranet
NMCP	Navy Marine Corps Portal
NMCS	Not Mission Capable Supply
NSN	National Stock Number
O&M	Operations and Maintenance
OCD	Operational Concept Description
OOMA	Optimized Organizational Maintenance Activity
OPM	Operational Procedures Manual
OPNAV	Office of the Chief of Naval Operations
OPNAVINST	Office of the Chief of Naval Operations Instruction
OSD	Office of the Secretary of Defense
OSM	Operating Service Months
OSP	Operating Service Period
PACE	Paint and Corrosion Evaluation
PAI	Primary Aircraft Inventory
PC	Personal Computer
PDAI	Primary Development/Test Aircraft Inventory
PDM	Phase Depot Maintenance
PED	Period End Date
PID	Planned Inspection Date
PMAI	Primary Mission Aircraft Inventory
PMC	Partially Mission Capable
PMCM	Partial Mission Capable Maintenance
PMCS	Partially Mission Capable Supply
PMI	Planned Maintenance Interval
POAI	Primary Other Aircraft Inventory
POC	Point of Contact
PRN	Program Release Notice
PTA	Product Test Authorization
PTAI	Primary Training Aircraft Inventory
PUC	Permanent Unit Code
QA	Quality Assurance
QPP	Quality Program Plan
RRC	Requisition Restriction Code
RT	Record Type
RTM	Requirements Traceability Matrix

Acronym	Definition
SALTS	Streamlined Automated Logistics Transmission System
SChgMP	Software Change Management Process
SCIR	Subsystem Capability and Impact Reporting
SCMP	Software Configuration Management Plan
SCR	Software Change Request
SDD	Software Design Description
SDLM	Standard Depot Level Maintenance
SE	Support Equipment
SEQNO	Sequence Number
SERNO	Serial Number
SID	Sequence Information Data
SPAWAR	Space and Naval Warfare Systems Command
SRS	Software Requirements Specification
SSDP	Software System Documentation Plan
STP	System Test Plan
T&E	Test and Evaluation
TC	Test Case
TEC	Type Equipment Code
TFW	Task Force Web
TM	Type Model
TM	Type Maintenance Code
TMS	Type/Model/Series
TRMS	Type Commander Readiness Management System
TYCOM	Type Commander
UIC	Unit Identification Code
UM	Users Manual
VDD	Version Description Document
VG	Volume Group
XRAY	Aircraft Custody/Status Change Report

Appendix A. AIRRS Point of Contact

1. Title: NAVAIR 6.8.4 Customer Support
   Phone: 800-624-6621
   Email: *naldahlp@logistics.navair.navy.mil*

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Appendix B. Date Formats in Ad Hoc Windows

Input Date Format	Output Date Format	Field	Ad Hoc Window
DD-MON-YYYY	YYYY-MM-DD	Qtr Date	AIRS Histories
DD-MON-YYYY	YYYY-MM-DD	Action Date	AIRS Histories
DD-MON-YYYY	YYYY-MM-DD	Acpt Date	AIRS Histories
DD-MON-YYYY	YYYY-MM-DD	Per End Date	AIRS Histories
DD-MON-YYYY	YYYY-MM-DD	S Avg Util Ending Date	AIRS Histories
DD-MON-YYYY	YYYY-MM-DD	W Avg Util Ending Date	AIRS Histories
DD-MON-YYYY	YYYY-MM-DD	D Avg Util Ending Date	AIRS Histories
DD-MON-YYYY	YYYY-MM-DD	Z Avg Util Ending Date	AIRS Histories
	YYYYMM	Trans Date	RT79
DD-MON-YYYY	YYYY-MM-DD	Mod Date	RT79
YYYYMMDD	YYYYMMDD	Date of Action (Action Date)	XRAYs/Audits
YYYYMM	YYYYMM	Per End Date	XRAYs/Audits
YYYYMMDD	YYYYMMDD	Acpt Date	XRAYs/Audits
YYYYMMDD	YYYYMMDD	Est Rewk Comp Date	XRAYs/Audits
		Mid Term	XRAYs/Audits
DD-MON-YYYY	YYYY-MM-DD	Receipt Date Msg (NAMO NADOC receipt date)	XRAYs/Audits
YYYYMMDD	YYYYMMDD	Audit Report Date	XRAYs/Audits
DD-MON-YYYY	YYYY-MM-DD	Mod Date	XRAYs/Audits
DD-MON-YYYY	YYYY-MM-DD	PUC Est Date	Organizations
DD-MON-YYYY	YYYY-MM-DD	PUC DIS Est Date	Organizations
DD-MON-YYYY	YYYY-MM-DD	Begin Date	Organizations
DD-MON-YYYY	YYYY-MM-DD	End Date	Organizations
DD-MON-YYYY	YYYY-MM-DD	PUC Est Date	Aircraft Custody
DD-MON-YYYY	YYYY-MM-DD	PUC DIS Est Date	Aircraft Custody
DD-MON-YYYY	YYYY-MM-DD	Accp Date	Aircraft Custody
DD-MON-YYYY	YYYY-MM-DD	V to Date	Aircraft Custody
DD-MON-YYYY	YYYY-MM-DD	Dis Est Date	Aircraft Custody
DD-MON-YYYY	YYYY-MM-DD	Est Date	Aircraft Custody
DD-MON-YYYY	YYYY-MM-DD	Wing Begin Date	Aircraft Custody
DD-MON-YYYY	YYYY-MM-DD	Wing End Date	Aircraft Custody
YYYYMMDD	YYYYMMDD	Act Date	Latest Aircraft Info/Latest Aircraft Info (Daily)
DD-MON-YYYY	YYYY-MM-DD	PED	Latest Aircraft Info/Latest Aircraft Info (Daily)
DD-MON-YYYY	YYYY-MM-DD	Acpt Date	Latest Aircraft Info/Latest Aircraft Info (Daily)
DD-MON-YYYY	YYYY-MM-DD	Report Date	Latest Aircraft Info/Latest Aircraft Info (Daily)
MMYY	MMYY	First Phase Due	IMC Data
MMYY	MMYY	PED	IMC Data

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Appendix C. Ad Hoc Column Descriptions

AIRRS Histories Ad Hoc

Field	Column Name	Description
Acc Name	CMD NAME	Short name of the command to which the aircraft's reporting custodian is assigned.
Cmd Code	CMD CODE	Two-digit Command Code of the Command to which the aircraft's reporting custodian is assigned.
Wing Name	WING NOMEN	Nomenclature of the Wing to which the aircraft's reporting custodian is assigned as of the end of the quarter for which the record is generated.
Claimant	CLAIMANT	This field is no longer used.
PUC	PUC	PUC of the aircraft's reporting custodian as of the end of the quarter for which the record is generated.
Qtr Date	REPORTING DATE	Last day of the last month of the fiscal quarter for which the record is generated.
Prgm Element	PRGM ELEMENT	This field is no longer used.
Unit Name	UNIT NAME	Unit Name of the AV3M Organization of the aircraft's reporting custodian as of the end of the quarter for which the record is generated (e.g., VFA-82, VP-26).
Class Code	CLASS CODE	Indicator that depicts the major class of an aircraft (e.g., H = Helo, VF = Fighter).
Subclass Code	SUBCLASS CODE	OPNAV Aircraft Subclass in which the TMS of this aircraft is included.
Type Model	TYPE MODEL	TM of the aircraft for which the record is generated (e.g., F-14, P-3, E-2).
Av3m Org Code	AV3M ORG CODE	AV3M Organization Code associated with the aircraft's reporting custodian.
Plane Code	PLANE CODE	Unique alphanumeric identifier for each TMS.
Amn	AMN	AMN a position consistent representation of the TMS. For example, the Type code is always in the same position, the model number is always three characters, and in the same three positions.
Amn Modifier	AMN MODIFIER	This field is no longer used.
Special Character	SPECIAL CHARACTER	Three-digit code representing any special characteristics associated with the aircraft.
BUNO	BUNO	BUNO unique to the aircraft represented by the record.
Type Model Series	TYPE MODEL SERIES	TMS of the aircraft as of the end of the quarter for which the record is generated (e.g., F-14D, P-3C, E-2C).
Action Date	ACTION DATE	Latest Action Date received prior to the end of the quarterly history generation.
Acft Age	ACFT AGE	Age of the aircraft in years (rounded to the nearest integer).

Field	Column Name	Description
Aspa/Pace	ASPA_DSDI	ASPA/PACE value from XRAY Item L applicable to the aircraft.
Ext	EXTENSION	Operating Service Period Extension reported for the aircraft as of the end of the quarter for which the record is generated.
Life Hrs Av3m	AV3M HRS IN LIFE	Hours-in-life number based on RT79 data.
Acpt Date	ACPT DATE	Date of acceptance of the aircraft into the Navy inventory.
BUNO Loc	BUNO LOC	Location of the aircraft as of the end of the quarter for which the record is generated.
Per End Date	PER END DATE	PED reported for the aircraft as of the end of the quarter for which the record is generated.
Status Code	STATUS CODE	Three-character Aircraft Status Code in which the aircraft was reported as of the end of the quarter for which the record is generated.
Op Svc Per	OP SVC PER	Operating Service Period reported for the aircraft as of the end of the quarter for which the record is generated.
OP SVC MNTHS	OP SVC MNTHS	Operating Service Months expended reported for the aircraft as of the Period End Date reported in the record.
Life Hrs Airs	AIRS HRS IN LIFE	Hours in life number for the aircraft reported on Aircraft Accounting Audits as of the end of the quarter for which the record is generated.
Op Mnths Remaining	OP MNTHS REMAINING	Operating Service Life Months remaining for the aircraft (Operating Service Life Months standard for the TMS minus Life Months already expended).
Op Yrs To Retirement	OP YRS TO RETIREMENT	Operating Years to Retirement for the aircraft.
Op Fy Retirement	OP FY RETIREMENT	Operating Fiscal Year of Retirement projected for the aircraft.
Stk Dmg Cat	STK DMG CAT	Strike Damage Category Code (position 1 of the four-character Strike Damage Code), if any, reported for the aircraft as of the end of the quarter for which the record is generated.
Stk Dmg Disposition	STK DMG DISPOSITION	Strike Damage Disposition Code (position 4 of the four-character Strike Damage Code), if any, reported for the aircraft as of the end of the quarter for which the record is generated.
Op Svc Life Mnths	OP SVC LIFE MNTHS	Total months since the aircraft was accepted into the Naval inventory.
Stk Dmg Cause	STK DMG CAUSE	Strike Damage Cause Code (position 3 of the four-character Strike Damage Code), if any, reported for the aircraft as of the end of the quarter for which the record is generated.
Formula Hrs In Life	FORMULA HRS IN LIFE	Aircraft Hours in Life reported on the most recent Quarterly Audit.

Field	Column Name	Description
Audit Indicator	AUDIT INDICATOR	One-character code indicating that the hours-in-life number has been audited by the aircraft inventory manager responsible for the aircraft.
Expanded Stat Cat Cde	EXPANDED STAT CAT CDE	Retrieved from the airrs_status table.
Expanded Stat Cat Cde Counts	EXPANDED STAT CAT CDE COUNTS	This field is no longer used.
Stk Dmg Employment	STK DMG EMPLOYMENT	Strike Damage Employment Code (position 2 of the four-character Strike Damage Code), if any, reported for the aircraft as of the end of the quarter for which the record is generated.
S Avg Util	S AVG UTIL	Average aircraft utilization rate for aircraft of this TMS calculated using Utilization Type S calculation.
S Avg Util Ending Date	S AVG UTIL ENDING DATE	Date of the last month in the range of months used in calculating the aircraft utilization rate using Utilization Type S calculation.
S Engr Fy Retire	S ENGR FY RETIRE	Engineering fiscal year of retirement projected for the aircraft using type S average aircraft utilization rate.
S Engr Hrs Remain	S ENGR HRS REMAIN	Engineering hours remaining projected for the aircraft using type S average aircraft utilization rate.
S Engr Mnths Remain	S ENGR MNTHS REMAIN	Engineering months remaining projected for the aircraft using type S average aircraft utilization rate.
Expanded Stat Cat Cde Counts E	EXPANDED STAT CAT CDE COUNTS E	This field is no longer used.
S Engr Yrs To Retire	S ENGR YRS TO RETIRE	Engineering years to retirement projected for the aircraft using type S average aircraft utilization rate.
S Var Engr Fy Retire	S VAR ENGR FY RETIRE	Variant engineering fiscal year of retirement projected for the aircraft using type S average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
S Var Engr Hrs Remain	S VAR ENGR HRS REMAIN	Variant engineering hours remaining projected for the aircraft using type S average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
S Var Engr Mnths Remain	S VAR ENGR MNTHS REMAIN	Variant engineering months remaining projected for the aircraft using type S average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
D Var Engr Yrs To Retire	D VAR ENGR YRS TO RETIRE	Variant engineering years to retirement projected for the aircraft using type D average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
S Engr Svc Life Hrs	S ENGR SVC LIFE HRS	Engineering service life hours used in calculating type S utilization rate based projections.

Field	Column Name	Description
S Var Engr Yrs To Retire	S VAR ENGR YRS TO RETIRE	Variant engineering years to retirement projected for the aircraft using type S average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
W Avg Util	W AVG UTIL	Average aircraft utilization rate for aircraft of this TMS calculated using Utilization Type W calculation.
W Avg Util Ending Date	W AVG UTIL ENDING DATE	Date of the last month in the range of months used in calculating the aircraft utilization rate using Utilization Type W calculation.
W Engr Fy Retire	W ENGR FY RETIRE	Engineering fiscal year of retirement projected for the aircraft using type W average aircraft utilization rate.
W Engr Mnths Remain	W ENGR MNTHS REMAIN	Engineering months remaining projected for the aircraft using type W average aircraft utilization rate.
S Var Engr Svc Life Hrs	S VAR ENGR SVC LIFE HRS	Variant engineering service life hours used in calculating variant type S utilization rate based projections.
W Engr Svc Life Hrs	W ENGR SVC LIFE HRS	Engineering service life hours used in calculating type W utilization rate based projections.
W Engr Yrs To Retire	W ENGR YRS TO RETIRE	Engineering years to retirement projected for the aircraft using type W average aircraft utilization rate.
W Var Engr Fy Retire	W VAR ENGR FY RETIRE	Variant engineering fiscal year of retirement projected for the aircraft using type W average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
W Var Engr Hrs Remain	W VAR ENGR HRS REMAIN	Variant engineering hours remaining projected for the aircraft using type W average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
W Var Engr Mnths Remain	W VAR ENGR MNTHS REMAIN	Variant engineering months remaining projected for the aircraft using type W average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
W Engr Hrs Remain	W ENGR HRS REMAIN	Engineering hours remaining projected for the aircraft using type W average aircraft utilization rate.
W Var Engr Yrs To Retire	W VAR ENGR YRS TO RETIRE	Variant engineering years to retirement projected for the aircraft using type W average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
Z Avg Util	Z AVG UTIL	Average aircraft utilization rate for aircraft of this TMS calculated using Utilization Type Z calculation.

Field	Column Name	Description
Z Avg Util Ending Date	Z AVG UTIL ENDING DATE	Date of the last month in the range of months used in calculating the aircraft utilization rate using Utilization Type Z calculation.
Z Engr Fy Retire	Z ENGR FY RETIRE	Engineering fiscal year of retirement projected for the aircraft using type Z average aircraft utilization rate.
Z Engr Hrs Remain	Z ENGR HRS REMAIN	Engineering hours remaining projected for the aircraft using type Z average aircraft utilization rate.
W Var Engr Svc Life Hrs	W VAR ENGR SVC LIFE HRS	Variant engineering service life hours used in calculating variant type W utilization rate based projections.
Z Engr Svc Life Hrs	Z ENGR SVC LIFE HRS	Engineering service life hours used in calculating type Z utilization rate based projections.
Z Engr Yrs To Retire	Z ENGR YRS TO RETIRE	Engineering years to retirement projected for the aircraft using type Z average aircraft utilization rate.
Z Var Engr Fy Retire	Z VAR ENGR FY RETIRE	Variant engineering fiscal year of retirement projected for the aircraft using type Z average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
Z Var Engr Hrs Remain	Z VAR ENGR HRS REMAIN	Variant engineering hours remaining projected for the aircraft using type Z average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
Z Var Engr Mnths Remain	Z VAR ENGR MNTHS REMAIN	Variant engineering months remaining projected for the aircraft using type Z average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
Z Engr Mnths Remain	Z ENGR MNTHS REMAIN	Engineering months remaining projected for the aircraft using type Z average aircraft utilization rate.
Z Var Engr Yrs To Retire	Z VAR ENGR YRS TO RETIRE	Variant engineering years to retirement projected for the aircraft using type Z average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
D Avg Util	D AVG UTIL	Average aircraft utilization rate for aircraft of this TMS calculated using Utilization Type D calculation.
D Avg Util Ending Date	D AVG UTIL ENDING DATE	Date of the last month in the range of months used in calculating the aircraft utilization rate using Utilization Type D calculation.
D Engr Fy Retire	D ENGR FY RETIRE	Engineering fiscal year of retirement projected for the aircraft using type D average aircraft utilization rate.
D Engr Hrs Remain	D ENGR HRS REMAIN	Engineering hours remaining projected for the aircraft using type W average aircraft utilization rate.

Field	Column Name	Description
Z Var Engr Svc Life Hrs	Z VAR ENGR SVC LIFE HRS	Variant engineering service life hours used in calculating variant type Z utilization rate based projections.
D Engr Svc Life Hrs	D ENGR SVC LIFE HRS	Engineering service life hours used in calculating type D utilization rate based projections.
D Engr Yrs To Retire	D ENGR YRS TO RETIRE	Engineering years to retirement projected for the aircraft using type D average aircraft utilization rate.
D Var Engr Fy Retire	D VAR ENGR FY RETIRE	Variant engineering fiscal year of retirement projected for the aircraft using type D average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
D Var Engr Hrs Remain	D VAR ENGR HRS REMAIN	Variant engineering hours remaining projected for the aircraft using type D average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
D Var Engr Mnths Remain	D VAR ENGR MNTHS REMAIN	Variant engineering months remaining projected for the aircraft using type D average aircraft utilization rate calculated using variant engineering service life hours, for use in 'what is' analysis.
D Engr Mnths Remain	D ENGR MNTHS REMAIN	Engineering months remaining projected for the aircraft using type D average aircraft utilization rate.
Acft Age In Mnths	ACFT AGE IN MNTHS	Age of the aircraft in months as of the end of the quarter for which the record is generated.
D Var Engr Svc Life Hrs	D VAR ENGR SVC LIFE HRS	Variant engineering service life hours used in calculating variant type D utilization rate based projections.

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Field	Column Name	Description
Inv Code	INV CODE	Inventory Code. Must be 1, 2, 3, 4, or 9.
Num Flts	NUM FLTS	Number of Flights during month.
Stat Flag	STAT FLAG	Indicates the state of the record. A - Awaiting validation I - Invalid P - Valid and posted (normalized) W - Waiting on prior records to be validated
Display Stat	DISPLAY STAT	Indicates if the records can be seen in the Summary screens. If the value is 'KEEP', the record will be visible in the summary screens, if the value is 'DROP', the record will not be visible.
Ver Num	VER NUM	Contains either the value 1 or 2. A 1 indicates that this is the version of the RT79 as received directly from the user. A 2 indicates that this is the most recent version as corrected on-line.
FMC Hrs Supply	FMC HRS SUPPLY	Full Mission Capable Supply Hours.
FMC Hrs Maint	FMC HRS MAINT	Full Mission Capable Maintenance Hours.
TEC	TEC	TEC associated with the aircraft.
DPC	DPC	Data Processing Code - the organization name of the data services facility that processed this data.
BUNO	BUNO	BUNO of the aircraft for which the RT79 data is reported.
PMC Hrs Maint	PMC HRS MAINT	Partial Mission Capable Maintenance Hours.
PMC Hrs Supply	PMC HRS SUPPLY	Partial Mission Capable Supply Hours.
Trans Date	TRANS DATE	Transaction Date is in an YYYYMM format and the data in the RT79 is for the entire month shown.
Org Code	ORG CODE	AV3M Organization Code reporting the data.
Record Type	RECORD TYPE	The value '79', indicating the record type.
EOS Hrs	EOS HRS	Equipment Out of Service (EOS) Hours.
PUC	PUC	Permanent Unit Code.
Away Code	AWAY CODE	Away From Home Code.
Rt79 Seqno	RT79 SEQNO	SEQNO portion of the trigger-assigned SEQNO/ver num combination serving as the primary key for this record.
EIS Hrs	EIS HRS	Equipment In Service Hours.
NMCM Unsched	NMCM UNSCHED	Not Mission Capable Maint Unscheduled Hours.
SCIR Hrs	SCIR HRS	Subsystem Capability and Impact Reporting hours data.
Correct Code	CORRECT CODE	Correct Delete Flag. This Field not currently used.
Cmd Code	CMD CODE	Command code to which the aircraft's custodian is assigned during the period for which the data is reported.
NMCM Sched	NMCM SCHED	Not Mission Capable Maint Scheduled Hours.
NMC Supply	NMC SUPPLY	Not Mission Capable Supply Hours.
Ship Ops Flt Hrs	SHIP OPS FLT HRS	Ship Operation Flight Hours.
Ship Ops Num Flts	SHIP OPS NUM FLTS	Ship Operation Number of Flights.

Field	Column Name	Description
Wing Nomen	WING NOMEN	Nomenclature of the Wing to which the aircraft's custodian is assigned during the period for which the data is reported.
Flight Hrs	FLIGHT HRS	Flight Hours (Total).
Primary Op Status	PRIMARY OP STATUS	Operational Status Category of the aircraft's custodian during the greater part of the month for which the data is reported.
Mod Date	MOD DATE	Date of last modification of row.
Primary Fleet Asgnd	PRIMARY FLEET ASGND	Fleet assigned code of Fleet to which the aircraft's custodian was assigned for the greater part of the month for which data is reported

XRAYS/Audits Ad Hoc

Field	Column Name	Description
ACC	ACC	The name of the ACC of the reporting custodian.
ACC Cmd Code	ACC CMD CODE	Two-character command code identifying the ACC to whom the reporting custodian (identified by PUC) is responsible on the action date reported on the XRAY or Audit.
XRAY Ser Num	SER NUM	Sequentially assigned serial number identifying each unique XRAY as it is produced by the Custodian (PUC).
Prior Ser Num	PRIOR SER NUM	This field is no longer used.
PRIOR DTG	PRIOR DTG	This field is no longer used.
XRAY Seqno	XRAY SEQNO	Trigger-assigned sequence number serves, along with ver num, as primary key of record and is referenced as a foreign key in many other tables.
(B)PUC	PUC	PUC of the Reporting Custodian of the aircraft.
(C)Date of Action	ACTION DATE	Date that the action being reported by this XRAY took place. In the case of the audit record, it is the action date of the last XRAY reported for this aircraft for the calendar month of the audit.
(D)Action Code	ACTION CODE	Code that indicates which XRAY type this is, in accordance with CNAFINST 4790.2(series).
Local Time of Receipt	TIME OF RECEIPT	Local time of receipt of the aircraft at the new Reporting Custodian's site in the process of a transfer of the aircraft (e.g., receipt XRAY).
(E)Acft Stat Code	ACFT STAT CODE	Status code assigned to the aircraft as defined in CNAFINST 4790.2(series).
(A)BUNO	BUNO	BUNO of the aircraft against which the XRAY or Audit is being reported
(G)Period	PERIOD	Operational Service Period under which the aircraft was serving at the time of action reported on the XRAY.
(H)Per End Date	PER END DATE	The ending date of the period; the planned date on which the aircraft will either enter Standard Depot Level Maintenance (SDLM) or be inspected to have the period extended.

Field	Column Name	Description
Ver Num	VER NUM	Contains either value 1 or 2. A 1 indicates the version of the XRAY or Audit as received directly from the user. A 2 indicates the most recent version as corrected on-line.
XRAY Order Num	XRAY ORDER NUM	Defines the order that the record processed in a set of XRAYs where the BUNO is the same and the action date is the same.
(F)Type Model Series	TYPE MODEL SERIES	Full type model series of the aircraft on the date of action as reported on the message.
(J)Stk Dmg Code	STK DMG CODE	Four-character code that refers to the reasons that an aircraft was stricken. A complete list with explanations can be found in the CNAFINST 4790.2(series).
(K)Acpt Date	ACPT DATE	Original date that this aircraft was accepted into the navy inventory. This date will never change, even if the aircraft is stricken and reinstated, or loaned to another country and reinstated. The first acceptance date assigned to the BUNO will remain with the BUNO throughout its life.
(L)ASPA/PACE	ASPA PACE	Six-character code which functions much like the period end date for SDLM aircraft. The code and date embedded in the six-character field are defined in the CNAFINST 4790.2(series).
(M)Op Svc Mnths	OP SVC MNTHS	Number of months this aircraft is anticipated to have been operational when the current period end date is reached.
(I)Ext Num	EXTENSION	Number of extensions that have been granted to this aircraft for the period in effect as of the action date.
(N)Est Rework Complete Date	EST REWORK COMPLETE DATE	Date any major rework that is currently being performed is expected to be completed. Determines when this aircraft might again be operational and available for mission assignment. It is used for SDLM as well as other maintenance being performed that might affect mission readiness.

Field	Column Name	Description
(O)Insvc PUC	INSVC PUC	PUC of any custodian who currently has physical custody of the aircraft but is not the current Reporting Custodian, typically when an aircraft has been taken to a depot for major rework but is not transferred to that depot via a receipt XRAY.
(P)ACC Rcvd From	ACC RCVD FROM	The ACC of the receiving Reporting Custodian when an aircraft is transferred from one Reporting Custodian to another.
PUC Rcvd From	PUC RCVD FROM	PUC from which the aircraft was received via an R, F, or G action XRAY. Value extracted from Item P of the XRAY.
Rcvd Cmd Code	RCVD CMD CODE	The two-character command code of the ACC for the receiving Reporting Custodian when an aircraft is transferred from one Reporting Custodian to another.
Stat Flag	STAT FLAG	Indicates the state of the record. A - Awaiting validation I - Invalid V - Valid P - Valid and posted (normalized) W - Waiting on prior records to be validated R - Valid but failed during normalization process
(V)Location	ACFT LOC	Name of the location that the aircraft is reported to have been at the time of action reported on the XRAY.
Location ICAO	ACFT ICAO	4 character code established by the FAA. Used in conjunction with location name to identify a location.
Remarks	REMARKS	Any remark that pertains to the action being reported on this XRAY.
Correction Ind	CORRECTION IND	When the Fleet sends corrections to XRAYs or Audits, they must send two records to correct one original. The first record is a Delete, and the second record will be a Correct that will completely replace the 'deleted' record. This flag will be a D or a C, respectively for those two record types.
(R)AV3M Org Code	AV3M ORG CODE RPTD	This will only be reported on a Organization Change Location to identify the Org Code of a newly established organization to which the Org Code is assigned.

Field	Column Name	Description
(U)Mid Term	MID TERM	Number of mid-term inspections that have been performed on this aircraft during the period in place at the time of action.
(T)Fleet Asgn Code	FLEET ASGN CODE	Only reported on a Organization Change Location. This will show the Fleet code to which the organization identified by PUC now reports.
Unit Loc From	UNIT LOC FROM	Only used in the Organization Change Location being used to report a change of location of the unit (squadron). Shows the location of departure to allow validation that no location change XRAYs were skipped in processing.
Unit Icao From	UNIT ICAO FROM	Only used in the Organization Change Location being used to report a change of location of the unit (squadron). Shows the ICAO code of the location of departure to allow validation that no location change XRAYs were skipped in processing.
Unit Loc To	UNIT LOC TO	Only used in the Organization Change Location being used to report a change of location of the unit (squadron). Shows the location of arrival for this unit.
Unit Icao To	UNIT ICAO TO	Used only on the Organization Change Location for a unit location change. This shows the ICAO code of location of arrival for the unit.
(S)Op Stat Cat Code	OP STAT CAT CODE	Only reported on a Organization Change Location. This code shows the status of a Reporting Custodian (squadron or depot) as of the date of action on the XRAY.
Acft Hrs Per	ACFT HRS PER	Number of flight hours flown on this aircraft during the audit period. This is only used in Audits.
Acft Hrs In Life	ACFT HRS IN LIFE	Number of total flight hours that this aircraft has flown during its life. This is only used in Audits.
Receipt Date Msg	NAMO NADOC RECEIPT DATE	Date the record was actually received by AIRRS.
OOMA Extract Dt	NALCOMIS RECEIPT DATE	Date the record was actually received by AIRRS from OOMA.
Display State	DISPLAY STATE	Indicates if the record can be seen in the Summary screens. If the value is ‘KEEP’, the record will be visible in the summary screens; if the value is ‘DROP’, the record will not be visible.

Field	Column Name	Description
Audit Indicator	AUDIT INDICATOR	Indicates if the record is an XRAY or an AUDIT. It will have a value of A if it is an Audit or a value of X if it is an XRAY.
Audit Report Date	AUDIT RPT DATE	YYYYMMDD from Line 1 of Aircraft Accounting Audit Report.
Msg DTG	DATE TIME GROUP	Date time group of the XRAY or AUDIT message.
Mod Date	MOD DATE	Date of last modification of row.
Total Rec Process	TOTAL REC PROCESS	Indicates the total number of records processed.

Organization Ad Hoc

Field	Column Name	Description
Command Name	CMD NAME SHORT	Shortened version of the organizations name, suitable for displaying on a screen or printing on a report where space is a concern.
PUC	PUC	Permanent Unit Code of the Squadron. The code through which all aircraft reporting to the ACC is done.
PUC Est Date	PUC EST DATE	Date the PUC was established by OPNAV and assigned to this squadron.
PUC DIS Est Date	PUC DIS EST DATE	Date this squadron or detachment can no longer use this PUC to report aircraft activity. Generally the date the organization is disestablished.
Unit Name	UNIT NAME SHORT	Short version of Unit Name of AV3M Organization Code associated with PUC of aircraft's reporting custodian.
Command Code	CMD CODE	Two-character code that uniquely identifies an ACC. The complete list can be found on pages 2 through 11 of the CNAFINST 4790.2(series).
Begin Date	BEGIN DATE	Date that the squadron begins responsibility of the Wing command.
End Date	END DATE	Date that the squadron is no longer the responsibility of the Wing command. Since a squadron is not required to belong to a Wing, it is not sufficient to use the begin date of the next Wing assignment to determine the end of this Wing assignment because there may be a gap in Wing assignments.
Control Code	CONTROL CODE	Two-digit code that identifies whether the Wing serves as a Primary COMFAIR, Secondary COMFAIR, or CVW.
AV3M Org Code	AV3M ORG CODE	Code assigned within the AV3M system to differentiate one organization with aircraft responsibilities from another.
Wing Nomen	WING NOMEN	The long name of the Wing.

Aircraft Custody Ad Hoc

Field	Column Name	Description
Cmd Name Short	CMD NAME SHORT	Abbreviated name of parent command of aircraft's reporting custodian.
PUC Est Date	PUC EST DATE	Establishment date of PUC of aircraft's reporting custodian.
PUC Dis Est Date	PUC DIS EST DATE	Disestablishment date of PUC of aircraft's reporting custodian.
BUNO	BUNO	Bureau Number (BUNO) of aircraft as assigned by Office of the Chief of Naval Operations.
Accp Date	ACCP DATE	Date of acceptance of aircraft into custody of aircraft's reporting custodian.
Cmd Code	CMD CODE	Two-digit command code of parent command of aircraft's reporting custodian.
AV3M Org Code	AV3M ORG CODE	AV3M Organization Code associated with Permanent Unit Code (PUC) of aircraft's reporting custodian.
Unit Name Long	UNIT NAME LONG	Long version of Unit Name of AV3M Organization Code associated with PUC of aircraft's reporting custodian.
Unit Name Short	UNIT NAME SHORT	Short version of Unit Name of AV3M Organization Code associated with PUC of aircraft's reporting custodian.
PUC	PUC	PUC of aircraft's reporting custodian.
Unit Id Code	UNIT ID CODE	Unit Identification Code (UIC) of AV3M Organization Code associated with PUC of aircraft's reporting custodian.
V To Date	V TO DATE	Date of transfer of aircraft out of custody of reporting custodian.
Dis Est Date	DIS EST DATE	Disestablishment date of AV3M Organization Code associated with PUC of aircraft's reporting custodian.
Cmd Seqno	CMD SEQNO	Foreign key reference to the SEQNO of the AIRRS CMDS table entry of parent command of aircraft's reporting custodian.
Org Seqno	ORG SEQNO	Foreign key reference to SEQNO of AV3M Organization Code entry in AIRRS AV ORGS table.
PUC Seqno	PUC SEQNO	Foreign key reference to SEQNO of PUC's entry in AIRRS CUSTS table.
Est Date	EST DATE	Establishment date of AV3M Organization Code associated with PUC of aircraft's reporting custodian.
Wing Func	WING FUNC	Function code of parent Wing of aircraft's reporting custodian.
Wing Begin Date	WING BEGIN	Date of beginning of relationship of AV3M Organization code of aircraft's reporting custodian with its parent Wing.
Wing End Date	WING END	Date of ending of relationship of AV3M Organization code of aircraft's reporting custodian with its parent Wing.
Wing Nomen	WING NOMEN	Nomenclature (name) of parent Wing of aircraft's reporting custodian.

Acft Latest Info Daily Ad Hoc

Field	Column Name	Description
(B)PUC	B PUC	PUC of aircraft's reporting custodian.
(C)Actdate	C ACTDATE	Last Action Date posted from an XRAY.
(D)Actcode	D ACTCODE	Last Action Code posted from an XRAY.
(E)Status	E STATUS	Last Aircraft Status Code posted from an XRAY.
(A)BUNO	A BUNO	BUNO of aircraft.
(G)Per	G PER	Last Operating Service Period number posted from an XRAY.
(H)PED	H PED	Last Period End Date (PED) posted from an XRAY.
(I) Ext	I EXT	Last Period Extension number posted from an XRAY.
(J)Stk Dmg Code	J STKDMGCODE	Last Strike/Damage Code posted from an XRAY.
(F)TMS	F TMS	Type/Model/Series designation of aircraft.
(L)Aspa/Pace	L ASPAPACE	Last ASPA/PACE posted from an XRAY.
(M)OSM	M OSM	Last Operating Service Months (OSM) posted from an XRAY.
(N)ECD	N ECD	Last Estimated Rework Completion date posted from an XRAY.
(P)Unit Rcvd	P UNIT RCVD	Last Unit Received From posted from an XRAY.
(K)Acpt Date	K ACPT DATE	Last acceptance date posted from a receipt-action XRAY.
TEC	TEC	TEC of aircraft.
Cmd Code	CMD	Command Code of addressee of last posted XRAY.
Cmd Short Name	CMD NAME SHORT	Short Command Name of addressee of last posted XRAY.
Unit Short Name	UNIT NAME SHORT	Short Unit Name of aircraft's reporting custodian.
Serial Number	SER NUM	Serial Number of latest XRAY reported.
Fleet Asgn Code	FLEET ASGN CODE	Last Fleet Assigned Code of aircraft's reporting custodian.
Class	CLASS DESC	The name of the OPNAV-assigned aircraft class of which the aircraft is a member by virtue of its TMS.
Wing Nomen	WING NOMEN	Name of Wing to which aircraft's reporting custodian is assigned.
Hrs In Life	AIRS HRS IN LIFE	Last Hours in Life reported for the aircraft on an Audit.
Op Stat Cat Code	OP STAT CAT CODE	Last Operating Status Category Code of aircraft's reporting custodian.
Remarks	REMARKS	Remarks from last posted XRAY.
Class Desk Remarks	CLASS DESK REMARKS	Any class desk remarks associated with aircraft. (Not used)
Class Desk Code	CLASS DESK CODE	Class Desk code associated with aircraft. (Not used.)

Field	Column Name	Description
Class Desk Name	CLASS DESK NAME	Class Desk name associated with aircraft. (Not used.)
Type Model	TYPE MODEL	Type/Model (TM) of aircraft.
Org Code	ORG CODE	AV3M Org Code of aircraft's reporting custodian.
Report Date	REPORT DATE	Date on which table contents were generated.

AIRRS PLTFM IMC DATA

Field	Column Name	Description
Baseline Op Svc Period	BASELINE OP SVC PERIOD	Operating Service Period number calculated for aircraft by AIRRS based on number of Modification, Corrosion and Paint Program (MCAPP) inductions previously reported on XRAYs.
BUNO	BUNO	Bureau Number of the aircraft.
Baseline Op Service Months	BASELINE OP SERVICE MONTHS	OSM number calculated for aircraft by AIRRS based on delivery date and planned Period End Date.
First Phase Due	FIRST PHASE DUE	MMYY of scheduled first induction into PMI 1.
Location	LOCATION	Location of the aircraft.
CV Or Land	CV OR LAND	Carrier- or land-basing of the aircraft determines length of IMC Fixed Service Period (FSP).
Pltfm Seqno	PLTFM SEQNO	Foreign key reference to row in cmis platform containing BUNO of aircraft for which info is stored.
PMI Number	PMI NUMBER	Number of the first PMI scheduled for the aircraft.
PED	PED	PED planned for the aircraft.
TYCOM	TYCOM	TYCOM in custody of the aircraft.
Type Model Series	TYPE MODEL SERIES	TMS of aircraft identified by BUNO.
PMI2 Location	PMI2 LOCATION	Location at which Planned Maintenance Interval (PMI) 2 will take place.