

**BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND**

**AIR FORCE MATERIEL COMMAND
INSTRUCTION 21-118**



16 JULY 2025

Maintenance

***AIRCRAFT MAINTENANCE
PRODUCTION/COMPRESSION
REPORT (AMREP)***

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This instruction implements Department of the Air Force Policy Directive (DAFPD) 21-1, *Maintenance of Military Materiel*, and Air Force Instruction (AFI) *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*. It explains the procedures for entering and updating the Aircraft Maintenance Production/Compression Report (AMREP), and outlines responsibilities for data entry. The AMREP module provides Headquarters Air Force Materiel Command (HQ AFMC), HQ United States Air Force (USAF), other services and possessing/assigned owning Major Command (MAJCOM) with the status of aircraft undergoing depot level maintenance at all Department of Defense (DoD), Air Force, contractor, other commercial repair and Depot Maintenance Inter-Service Agreement facilities and provides users the capability to complete detailed Root Cause Analysis (RCA). This instruction applies to AFMC and Regular Air Force (RegAF). This publication does not apply to the Air National Guard (ANG), United States Space Force (USSF), and the Air Force Reserve Command (AFRC) and their units. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System Records Disposition Schedule. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Form 847s from the field through the appropriate functional chain of command to HQ AFMC/A4/10 Life Cycle Management Branch (HQ AFMC/A4FI). The authorities to waive requirements in this publication are identified with a Tier ("T-0, T-2, and T-3") number following the compliance statement. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, for a description of the

authorities associated with the tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The use of the name or mark of any specific manufacturer, commercial, product, commodity, or service in this publication does not imply endorsement by the Department of the Air Force. See [Attachment 1](#) for a glossary of references and supporting information.

SUMMARY OF CHANGES

This document has been revised and should be completely reviewed. Changes include: aligning definitions and terms to align policy with newly developed AMREP module within Torque suite of applications to include: renaming: Original Scheduled Out Date to Original Out Date, Revised Scheduled Out Date to Revised Out Date, Assessment Period to First Extension End Date, Drop-in to Unplanned; modifying Job Designator Codes to identify only the categories now allowed in the AMREP module and further identifies what Job Designators can be classified as planned vs unplanned workload; removes annual production plan requirements as the plan can be gleaned from Original and Revised Out dates entered in AMREP module; removed acceleration and compression factor requirements as this is an engineering function not supported by AMREP module; removed contingency and exercise requirements as it is not supported by new AMREP module. Identifies how an AMREP record type and coding can be changed based on actual workload accomplished on the aircraft and not necessarily what originally drove the aircraft in for depot level work. Adds depot induced delays as prohibited reason for requesting an official schedule extension. Further defines delivery date and when the delivery date must be updated within AMREP module. Defines what is a chargeable and non-chargeable delay for aircraft produced late. Adds specific guidance for reviewing and processing Reliability and Maintainability Information System (REMIS) Error Listing Report records with “D*” series codes.

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Section A—BACKGROUND

1. Purpose. This instruction provides guidance and procedures and identifies responsibilities for input and maintenance of the data in the AMREP module in the Torque Depot Performance application. It also confers policy for reporting weapon systems such as aircraft (both fixed and rotary wing) and Remotely Piloted Aircraft (RPA) in a depot maintenance status, scheduling of aircraft back to the user. AMREP module data is used to measure overall AFMC weapon system support. This instruction applies to organic (ORG), contract (CON), Organic Field Team (OFT), Contract Field Team (CFT), Depot Maintenance Inter-Service Agreement, and partnership activities; it outlines aircraft metrics definitions and reporting requirements.

2. Purpose. The purpose of AMREP is to document the status of aircraft possessed by AFMC (to include AFMC contractors, partnerships, and other DoD activities) for the various depot maintenance repair activities, engineering evaluation, or other related actions. **Aircraft-possessed information is a factor in computing aircraft availability metrics used by senior AIR FORCE officials to make resource allocation decisions across weapon systems, charter process improvement, and other initiatives.** It documents the in-work/storage status of weapon systems such as aircraft (both fixed and rotary) and Remotely Piloted Aircraft possessed by AFMC and undergoing depot maintenance (including maintenance performed by depot organic or contract field teams) at a government, contractor, or transitory commercial facility.

3. Job Designator Codes. See [Attachment 2](#).

4. Related Metrics Definitions and Reporting Requirements. See [Attachment 3](#).

Section B—RESPONSIBILITIES & PROCEDURES

5. Responsibilities:

5.1. HQ AFMC/A4/10 Directorate of Logistics, Civil Engineering, Force Protection, and Nuclear Integration is the command OPR for the AMREP module. It will act as the official trainer and the System OPR to assign Mission Design Series (MDS) user permissions. HQ AFMC/A4FI will act as Information Owner with authority to grant user access and administrative roles.

5.2. The weapon system Program Manager (PM), (to include Designated PMs) as well as Product Support Managers (PSM), are the OPRs for data contained in this system. PMs, in coordination with PSMs, will coordinate responsibilities identified in this AFMCI and designate both a primary and alternate AMREP module representative who will enter and update data in the AMREP module, specify MDS, and identify any specific depot input details. The responsible PMs/PSMs will maintain a current appointment letter and notify HQ AFMC Product Support Division (HQ AFMC/A4F) of personnel changes by submitting a copy of the updated appointment letter to HQ AFMC/A4F Workflow. It is not within the purview of the PM/PSM to delegate approval/disapproval for schedule changes (extension requests) to individuals outside their respective organizations. However, they can delegate an individual to update the AMREP module data in such situations. The PM/PSM must ensure the prompt processing of all requests for revised Out Date schedule changes (official extensions) and completion date inputs, adhering to the timeframes set by this policy. **(T-2)**

5.2.1. Aircraft ***possessed*** by AFMC undergoing depot-level inspections, repairs, or modifications at an Air Logistics Complex (ALC), field location, contractor, or transitory commercial facility will be reported in the AMREP module. This includes both Planned “P record type” and Unplanned “D record type” depot maintenance where AFMC has taken possession of the aircraft (physically or virtually). Aircraft in the Reliability and Maintainability Information System (REMIS) with “D*” series Purpose Identifier Codes (PIC) must be reported in the AMREP module. Follow guidelines in DAFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, for weapon system reporting process and PIC code definitions. A REMIS error listing report is contained in the AMREP module to identify those aircraft which are in a REMIS depot status (D* PIC) but have not been reported in AMREP module. As a minimum, PMs/PSMs designated AMREP representative will review the REMIS Error Listing weekly to ensure all actual depot records are included in AMREP module and all REMIS errors are resolved IAW with **para A3.5**. Work with units/Aerospace Vehicle Distribution Officers (AVDOs) to identify erroneously input “D*” PICs. Do not input non-depot visit errors into AMREP. Aircraft that have undergone any depot maintenance but have/had not been placed into a "D" PIC must still be input into AMREP. The failure of the PIC not being updated in REMIS must not impact the accurate AMREP reporting of any aircraft having depot-level maintenance performed. Additionally, all aircraft owned by other services and Foreign Military Sales within AFMC’s control for the purpose of depot level maintenance, must also be reported in AMREP. All aircraft must report as received (Received Date on an open AMREP module record) in the AMREP module within three (3) workdays after the arrival of the aircraft at the Repair Activity unless specified in a special agreement between the PM/PSM, Repair Activity, and possessing/assigned MAJCOM. For aircraft awaiting field team maintenance or depot input, the initial entry is made no later than three (3) workdays from the date the 107 request (per Technical Order(TO) 00-25-107, *Maintenance Assistance*) repair action(s) have been formally accepted to be worked by AFMC. As a minimum, the AMREP module received date data field must indicate the date when AFMC formally accepted responsibility for the repair or disposition responsibility of the aircraft. (i.e., REMIS PIC code DJ start date). **(T-2)**

5.2.2. Early arrivals negotiated between the possessing/assigned MAJCOM, PM/PSM and Repair Activity are placed in-work into the AMREP module no later than three (3) workdays after the agreed upon in-work date. To maintain the original negotiated schedule, the reporting activity must ensure the agreed upon date is entered into the in-work date block of AMREP module. Condition and circumstance will be documented in the Remarks section of AMREP module. **(T-2)**

5.2.3. The PM/PSM and appointed designees are responsible for timely system updates and assuring the accuracy of the aircraft status data in AMREP module. Aircraft status changes (e.g., In-work, Original Out Date/Revised Out Date /Forecast Out Date, schedule changes, delays, completions, deliveries, remarks) shall be made no later than one business day from date of actual occurrence. A current projected out date must be maintained (Forecast Out Date) during the duration of the depot visit. At least one of the dates (Original Out Date/Revised Out Date /Forecast Out Date) must show a current (today) or future date. AMREP module contains “real time” data which supports Basing & Logistics Analytics Data Environment (BLADE) Timely inputs and accuracy of AMREP module data is

paramount in keeping the actual production, projections and root cause codes current for further analysis and presentations to senior leaders. (T-2)

5.2.4. Exceptions to Reporting. Aircraft in Purpose Identifier Code (PIC) DL (Depot Delivery Flight) and aircraft undergoing regeneration for Aerial Target activities are exempt from reporting in the AMREP module. Any additional exception to reporting must be recommended by the appropriate Program Executive Officer to HQ AFMC/A4/10. Such recommendations must be coordinated with the possessing/assigned owning MAJCOM prior to submission. HQ AFMC/A4/10 remains the sole approval authority for exceptions to reporting. All aircraft will be reported in AMREP module until the exception is granted. (T-2)

5.2.5. The PM/PSM will ensure Depot Maintenance performed by contractors (including Contract Depot Maintenance contracts, Contractor Logistics Support contracts, Interim Contract Support contracts, and Public-Private Partnership contracts) and non-Air Force repair activities comply with the requirements identified within this instruction or meet its intent as part of the contract, statement of work, performance work specifications, or Depot Maintenance Inter-Service Agreement. (T-2)

5.2.6. AMREP module input users or designated PM/PSM representatives working with the AMREP module input users will accomplish the AMREP module self-assessment checklist annually or more frequently if not in compliance with AMREP module policy. The AMREP module self-assessment checklist is contained in the Management Internal Control Toolset (MICT) system and is mandated as part of the commander's Inspection Program, IAW AFI 90-201. MICT can be accessed using the following link: <https://mict.cce.af.mil>. (T-2)

6. Procedures:

6.1. Creating an AMREP record:

6.1.1. Types of records input into AMREP are Planned (defined) and Unplanned (undefined) records. The selection of what type of record created is not based on what drove the aircraft in or any funding type; it is solely based on if workload to be accomplished on an aircraft is pre-defined or not.

6.1.2. Examples: Example one (1), aircraft corrosion is discovered in the field, and a unit -107 is submitted. The authorized engineers have determined that a Time Compliance Technical Order (TCTO) or Mod will correct the identified issue at the depot. This record will be input as a Planned record type. Example 2, a crack is discovered in an aircraft wing, and the unit submits a -107 request. No existing TCTO or Mod will correct the wing crack. The authorized engineers determined that depot-level maintenance is necessary to repair the wing crack. After the aircraft is delivered to the depot, the decision is made to add an unrelated Mod or TCTO workload (will not fix the wing crack). At this point, the record will become a Planned type record. Both examples are Planned type records, as the depot maintenance performed during both their visits involves a predefined workload (Modifications (MODs), TCTO, etc.) characterized by a specified number of Flow Days, established procedures, and the required workforce needed. (T-2)

6.2. Establishing Original Out Date and Revised Out Date:

6.2.1. Original Out Date. The Original Out Date is established and input into AMREP no later than the day the aircraft is placed in-work. The Original Out Date is computed based on the negotiated Flow Days (Original Flow Days) and before aircraft is placed in-work. Original Flow Days can be derived from; Aircraft and Missile Requirements (AMR) work specification, weapon system brochure, engineering requirements, contract, project directive, depot/customer requested workload agreement, PM/PSM approved items listed in the Air Force Technical Order (AFTO) Form 103, *Aircraft/Missile Condition Data*; e.g., Programmed Depot Maintenance, Analytical Condition Inspection (ACI), on condition maintenance, modifications (Mod), AFTO 00-25-107, Fixed Price Worksheet (FPWS). Weapon system maintenance requirements are determined by evaluating data from a variety of sources and not limited to only those stated in this chapter. Flow Days are negotiated by the PM/PSM and Repair Activity with the possessing/assigned MAJCOM IAW Air Force Manual (AFMAN) 63-143, *Centralized Asset Management Procedures* and Technical Order 00-25-4, *Depot Maintenance of Aerospace Vehicles and Training Equipment*. IAW Air Force Manual 63-143, the PM/PSM must ensure that all requirements are supportable with existing capacity (i.e., material/parts, facilities, workforce, and funds). Requirements that are not supportable will not be accepted by Repair Activity. Parts supportability issues on planned tasks come with the understanding that additional Flow Days may be required and will be added to the AMREP module record. Once established, the Original Out Date (baseline) will not be changed. (T-2)

6.2.2. First Extension End Date. The First Extension End Date is the day the first official extension may be submitted, marking the end of the assessment period. The First Extension End Date duration shall be **45 percent** of the Original Flow Days by MDS or serial number with a stretch goal of **30 percent**. See [Table 1](#) for formulas used. Any changes to the First Extension End Date duration must be agreed to by the PM/PSM, the Repair Activity commander or civilian equivalent and possessing/assigned MAJCOM. Any updates to an aircraft's First Extension End Date will be updated in the AMREP module with details in the Remarks section. (T-2)

6.2.3. Revised Out Date. The Revised Out Date reflects official schedule changes (official extension request asking for additional days) to the Original Out Date based on the level of effort required to accomplish First Extension End Date findings, e.g., additional work, Over & Above (O&A), etc., (see [paragraph 6.2.9](#)). The new revised date will reflect the days necessary to acquire and install additional parts. Repair Activity Due Date Performance (DDP) will be measured against the Revised Out Date. (T-2)

6.2.4. Schedule Changes:

6.2.4.1. Schedule change restrictions. No more than **two** changes to the Original Out Date are allowed (official extension requests asking for additional days): one during the First Extension End Date period and one after. Any request to officially revise the schedule beyond the two authorized changes must be submitted by the PM/PSM and approved by HQ AFMC/A4/10. ***Only the PM/PSM may authorize any schedule changes to the AMREP module (this authority cannot be delegated to a Repair Activity or contracting representative).*** Changes to the schedule will not be made to compensate for parts supportability problems, facility constraints, depot induced delays, or seasonal weather conditions (except as provided for in section 6.2.4.4.). The only exception to this would be new parts required to accomplish additional approved

workload. Over and Above requirements are considered additional workload. Changes to the scheduled as a result of approved adjustment to work shifts, or modified workweek are not valid reasons to change the Original Out Date and must be reflected by changing the Forecast Out Date. Official schedule changes will be made by changing the Revised Out Date and not the Forecast Out Date in the AMREP module. (T-2)

6.2.4.2. Changes made during the First Extension End Date (first official extension). The Repair Activity will submit a schedule change (official extension request to add additional days) request signed by the Repair Activity commander, civilian equivalent, or designated representative to the responsible PM and PSM. This extension request will include a description of any added requirements to include significant changes in scope to established tasks, the man hours and parts required to accomplish the task, the impact to the established schedule, and a detailed explanation of why the schedule was affected. This will be broken out by days needed per individual reason, with details provided for each. The designated organic, contract, partnership, and non-Air Force Repair Activity representative must be appointed by the Repair Activity commander or civilian equivalent in writing. The PM/PSM is responsible for notifying the owning MAJCOMs of any revisions to the scheduled completion date (Revised Out Date). Changes will be made only when the work scope has officially changed beyond the original work specification (e.g., customer requested Mod or inspections, previously undiscovered defects, additional Over and Above, new parts required to complete added requirements, or PM/PSM directed safety inspections) that was not depot induced. If new parts are required, the time to acquire and install these parts will be factored into the new revised out date. The additional Flow Days will be added to the previously approved Flow Days to determine the new Revised Out Date. The PM/PSM and the Repair Activity must ensure that any added requirements are supportable with existing capacity (i.e., material/parts, facility, workforce, and funds). Requirements that are not supportable will not be accepted unless mutually agreed upon by the PM/PSM and Repair Activity with the understanding that additional Flow Days may be required that may include queue time. Flow Days will be directly tied to the supportability of the aircraft. The PM in coordination with PSM are the final approval/disapproval authorities on schedule changes and will provide a written decision to the Repair Activity. The PM/PSM will maintain copies of all approved and disapproved change requests. The AMREP module now provides ability to upload approved extension changes requests for each tail number in AMREP module. In the event the PM/PSM disapproved a request to revise the schedule, the Forecast Out Date must be updated to ensure it reflects the most current estimated completion date. The Forecast Out Date will be revised accordingly if the production organization adjusts work shifts or modifies the workweek. At this point, it is possible for the Forecast Out Date and the Revised Out Date to differ. (T-2)

6.2.4.3. The Revised Out Date must be updated in AMREP module within ten (10) days of First Extension End Date. For example, if the First Assessment End Date is July 1, the request for an extension process must be submitted, all signatures and approval process must be 100% complete by July 11. The new revised out date must be updated by NLT July 12. This will allow time for the completion of internal routing

and coordination of the scheduled output date change through the Repair Activity and to the PM/PSM. Recommend PMs/PSMs maintain an internal metric to track for coordination and routing issues that need to be addressed. The timeliness of the approval/disapproval process is critical to monthly reporting requirements, and any delay impacts accuracy of reports provided to HQ AFMC, Air Staff and DoD. It is at the authority of the PM/PSM if late submissions will be disapproved due to tardiness. (T-2)

6.2.4.4. Changes *after* the First Assessment End Date (2nd official extension). The Repair Activity will submit an official schedule change (extension request to add additional days) request signed by the Repair Activity commander, civilian equivalent, or designated representative to the responsible PM/PSM. The designated organic, contract, partnership, and non-Air Force Repair Activity designated representative must be appointed by the Repair Activity commander or civilian equivalent in writing. This extension request will include a description of any added requirements to include significant changes in scope to established tasks, the man hours and parts required to accomplish the task, the impact to the established schedule, and a detailed explanation of why the schedule was affected. This will be broken out by days needed per individual reason, with details provided for each. The PM/PSM is responsible for notifying the owning MAJCOMs of any revisions to the scheduled completion date (Revised Out Date). Changes will be made only when the scope of work has changed beyond the original work specification (e.g., customer requested Mod or inspections, previously undiscovered defects, additional Over and Above, new parts required to complete added requirements, or PM/PSM directed safety inspections) that was not depot induced. If new parts are required, the time to acquire and install these parts will be factored into the new revised out date. The additional Flow Days will be added to the previously approved Flow Days to determine the new Revised Out Date. The PM/PSM and the Repair Activity must ensure that any added requirements are supportable with existing capacity (i.e., material/parts, facility, workforce, and funds). Requirements that are not supportable will not be accepted unless mutually agreed upon by the PM/PSM and Repair Activity with the understanding that additional Flow Days may be required that may include queue time. Flow Days will be directly tied to the supportability of the aircraft. The PM in coordination with PSM are the final approval/disapproval authorities on schedule changes and will provide a written decision to the Repair Activity. The PM/PSM will maintain copies of all approved and disapproved change requests. The AMREP module now provides ability to upload approved extension changes requests for each tail number in AMREP module. In the event the PM and/or PSM disapproved a request to revise the schedule, the Forecast Out Date must be updated to ensure it reflects the most current estimated completion date. The Forecast Out Date will be revised accordingly if the production organization adjusts work shifts or modifies the workweek. (T-2)

6.2.4.5. The Revised Out Date must be updated in AMREP module NLT fifteen (15) days after the actual completion of the aircraft. For example, if the date the aircraft was completed is 1 July, all signatures and approval process must be 100% complete by 16 July and completion date input by 17 July. This will allow time for internal coordination and routing of the scheduled output date change through Repair Activity and to the

PSM and PM. If an extension request is still in process at the time the aircraft completes, do **NOT** input the completion date into AMREP module until the extension request process has been fully completed. Recommend PMs/PSMs maintain an internal metric to track for coordination and routing issues that need to be addressed. It is important to remember the timeliness of this second AMREP module extension is critical for providing accurate metrics to senior Air Force officials and any delays will be addressed immediately. The timeliness of the approval/disapproval process is critical to monthly reporting requirements and any delay impacts accuracy of reports provided to HQ AFMC, Air Staff and DoD. It is at the authority of the PM and PSM if late submissions will be disapproved due to tardiness. **(T-2)**

6.2.4.6. The schedule may also be revised (official extension granted) due to extreme weather conditions (e.g., devastating hailstorm, ice storm, flooding, and extreme temperature) resulting in base closure, consecutive late reporting, damage to operations and maintenance infrastructure, or safety concerns that significantly caused delays in the schedule. An extension request will not be submitted for depot induced delays. Changes to the scheduled output date for these reasons must be coordinated with Repair Activity and will follow guidance in paragraphs [6.2.4.2](#) to [6.2.4.3](#).

6.2.4.7. Changes to the schedule due to extreme weather condition count towards the maximum of two official AMREP extensions granting additional days (see [paragraph 6.2.4.1](#)). **(T-2)**

6.2.4.8. Schedule Change Waiver. Any request beyond the two authorized AMREP extensions must be coordinated through HQ AFMC/A4F and **approved** by HQ AFMC/A4/10. The responsible PM in coordination with PSM will submit a schedule change request signed by the Repair Activity (Repair Activity commander or civilian equivalent) and coordinated with the possessing/assigned MAJCOM. Waivers will only be considered when the scope of work has changed beyond the original work specification (e.g., customer requested MODs or inspections, previously undiscovered defects), additional Over and Above requirements, PM/PSM directed safety inspections, extreme weather conditions, or other extenuating situations. The PM/PSM must ensure that any added requirements are supportable with existing capacity (i.e., material/parts, facility, workforce, and funds). The PM in coordination with PSM will send all waiver requests to HQ AFMC/A4/10 Workflow and follow procedures IAW HQ AFMC/A4/10 Standardized Waiver Request and Approval Policy memorandum. **(T-2)**

6.2.5. Forecast Out Date. The Forecast Out Date indicates the best estimate of when the aircraft will be completed, regardless of the date shown in the Original or Revised Out Date. This AMREP field must be updated as soon as there is an expected change in the aircraft's completion (expected delay or possible early completion). An accurate Forecast Out Date is vital to MAJCOM customers to allow real world/contingency mission planning and facilitate expectation management. The Forecast Out Date must be kept current (today or a future date). The PM/PSM is responsible for keeping the customer MAJCOM informed of any variations to the original work package and scope of each aircraft undergoing depot level maintenance. The Forecast Out date can be changed as many times as needed and is not the date used to measure ability to produce planned workload

according to schedule or DDP, however it is used to measure ability to produce unplanned workload according to schedule (see [Attachment 3](#)). (T-2)

6.2.6. For tail numbers input into AMREP module as Unplanned (D) type records, the Forecast Out Date acts as both the Original and Revised Out Date and will be used to identify if an aircraft completes on time. Unplanned (D) record types do not have a Revised Out date field in AMREP module. The Forecast Out Date is established and input no later than the day the aircraft is placed in-work. While an Unplanned (D) record type can change the Forecast Out date as many times as needed, it can be late if the delay is maintenance self-induced (chargeable) and will require a Root Cause input. (T-2)

6.2.7. For tail numbers entered into the AMREP module as a Planned (P) type record, the Forecast Out Date is not a factor in the calculation of DDP. The Forecast Out date does not indicate an official AMREP extension has been granted. This date may be changed as often as needed to reflect delays for any unofficial adjustments to the estimated completion date. The Forecast Out date will be updated pending the submission and routing of any official extension requests. (T-2)

6.2.8. Record deletions. Deletions will be kept to a minimum and only used to correct major input errors. Contact HQ AFMC/A4FI to perform actual deletion of any records. (T-2)

6.2.9. Additional work added. Any additional work added (customer driven or Over and Above/unpredicted) after an aircraft is received and placed in work will not count as separate actions/completions. It will be staffed as an official schedule change request ([paragraph 6.1](#)). Do not close out the record (input a completion date) and then re-open as an Unplanned (D) record or as another Planned record. The details of the added work will be documented in Type Maintenance and remark sections of AMREP module. AMREP module does not track by funding type, nor does it track Flow Days by separate maintenance actions/tasks, whether they are planned, unplanned tasks, or work added before or after aircraft is placed in-work to include, but not limited to: AFTO Form 103, TO 00-25-107 and AFMC Form 202 requests, unit/MAJCOM/Program Management Office (PMO) requested, Mod/TCTO/inspections/etc., (newly released or planned prior to or during induction, O&A, related or unrelated, project or non-project, Analytical Condition Inspection, On Condition Maintenance, Phase, previously undiscovered defects, directed safety inspections, depaint/paint, rework, added field team workload as defined in this paragraph if performed by the same company/center while team is still on station. Additional work also includes any workload that was scheduled to be accomplished at a later date but was moved forward. It is one visit, one record. One visit means aircraft has not left the facility/Base nor taken out of a "D*" PIC in REMIS. Aircraft movement around base (towed) does not denote it has left. Only HQ AFMC/A4/10 has the authority to grant any deviation to separate records on a case-by-case basis. At no time will aircraft be returned to a unit to only to return it back to depot for the sole purpose of separating workload Flow Days unless approved by both PM and MAJCOM. This is not encouraged in this policy and is not economical. (T-2)

6.2.10. Additional work added to an Unplanned record type. Regardless of what drove an aircraft into depot status, an Unplanned record can be changed to a planned event if planned work is added. For example: if the unit finds a structural crack and submits a -107 and

engineering authority determines the aircraft must be delivered to a depot facility for repair. The aircraft is input as an Unplanned record (D) type in AMREP. During the repair process, engineering authority determines repair can be accomplished using an existing Mod, TCTO, Programmed Depot Maintenance (PDM), ACI, etc., while the aircraft is at depot facility (meaning additional planned workload is added which has established Flow Days/workforce requirements/parts bill of materials/and established repair guidance, the user will change the record from Unplanned (D) to Planned (P) type record for the depot visit. (T-2)

6.2.11. Documentation. The PM/PSM and appointed designees **must** document details of any change to the Revised or Forecast Out Date in the Remarks section of the AMREP module. At a minimum, they must provide the details of what caused the schedule change. (T-2)

6.2.11.1. Delivery Date. The Delivery Date denotes when the aircraft is officially returned to the owning entity, which may be an AF unit, interservice organization, or FMS. At this point, the aircraft is no longer considered depot possessed. The Delivery Date must be entered no later than one business day after actual occurrence. (T-2)

6.2.11.2. Duplicate/Overlapping Records. At no time will an aircraft be inducted multiple times in the AMREP module with the same or overlapping dates. The module is designed to reflect one aircraft induction per visit to a depot maintenance Repair Activity to line up with aircraft availability metrics contained in DAFI 21-103. For example, an aircraft record cannot be opened and placed in-work on 5 Jan and then another record opened for the same aircraft with an in-work date of 15 Jan, even if there are separate maintenance actions (see [paragraph 6.2.9](#)). (T-2)

6.2.12. User AMREP module input error. Any user-created input errors (incorrect dates, codes, type of record, missing inputs, showing late when aircraft wasn't, etc.) must be corrected in the system. Do not state in the remarks field or root cause analysis as "not late because an input error was made." If any AMREP module data has been input in error, users must contact HQ AFMC/A4FI and ensure all errors are corrected if the record has been closed (delivery date has been input). (T-2)

6.3. Types of depot maintenance delays. During depot-level maintenance, an aircraft may experience schedule delays, preventing its completion by the agreed date (Original Out date). There are 2 types of depot delays:

6.3.1. Delays for which an official extension request is granted: user will now use the revised due date as the official measurement for Due Date Performance (DDP). These are considered nonchargeable delays (requires official extension request). (T-2)

6.3.2. Delays that will not be granted an extension: official extension is not granted and the aircraft will be reported as LATE. These are considered chargeable delays (requires a root cause input into AMREP). The Forecast Out date will be updated to indicate when the Tail Number (TN) is expected to be completed. The forecast out date will continue to be updated to provide an accurate projected completion date for the LATE aircraft. (T-2)

Table 1. Formulas.

<u>Formulas</u>	
<u>1. Original Flow Days</u>	a. Original Flow Days is the number of days negotiated to accomplish ALL work b. Information needed: i. All the work (100% of everything that is going to be done to it) requested to be accomplished to the Tail Number being input into depot. ii. Fixed Price Worksheet or equivalent (Air Force Manual 63-143). c. Flow Days for scheduled workload + Flow Days for unscheduled workload (-103/-107/202/customer requests) = Original Flow Days. d. Example: Tail Number 231 is coming in for Programmed Depot Maintenance, paint, Mod X and the unit requested additional inspections. Depot agreed to perform all work. Depot told the Major Command/Program Manager the scheduled work will take 200 days and the unscheduled additional 85 days to complete. e. $200 + 85 = 285$ f. Original Flow Days for this tail number is 285.
<u>2. Original Out Date</u>	a. The calendar date projected to complete ALL the work. b. Information needed: i. Date In Work ii. Negotiated Flow Days iii. Julian Calendar c. Date In-work + Negotiated Flow Days -1 = Original Out Date d. Example: Tail Number 231 has arrived at the depot location and all work being performed has been agreed upon (285 Negotiated Flow Days). Maintenance personnel started working on 5 Jan 20XX (XX will be used throughout examples to designate year). e. Convert calendar days into Julian dates (remember leap years (2024, 2028, 2030) are different). 5 Jan 20XX is converted to Julian date XX005. Date in work is now XX005. f. $XX5005 + 285 -1 = XX289$ g. XX289 converted back to a calendar date = 16 Oct 20XX. h. Original Out Date for this tail number is 16 Oct 20XX.
<u>3. First Extension End Date</u>	a. The First Extension End Date is the calendar date that shows the end of the assessment period (first AMREP extension permitted). After this date, the second AMREP extension must be used. b. Information needed: i. Date In Work

	ii. Original Flow Days iii. Julian Calendar c. Date in Work + Assessment Period Days = assessment period. i. Original Flow Days x .45 = # of assessment period days. ii. First Extension End Date is calculated as 45% of the Original Flow Days. iii. Example: Tail Number 231 has come in for depot maintenance (285 Original Flow Days) and management would like to know the number of days for initial assessment that is tied to the first AMREP extension opportunity. iv. $285 \times .45 = 128.25$ d. Example: Tail Number 231 was placed in work on 5 Jan and the assessment period was calculated at 128 days. e. Convert calendar days into Julian dates (remember leap years (2024, 2028, 2030 are different). 5 Jan 20XX is converted to Julian date XX005. Date in work is now XX005. f. $XX5005 + 128 = XX133$ g. XX133 converted back to a calendar date = 13 May 20XX. h. Assessment End date for this tail number is 13 May 20XX.
<u>4. Early, On Time and Late</u>	a. Is aircraft Early, On Time or Late? A lot of metrics use this information to measure how effective the repair activity's ability to plan to the Original and Revised Out date (Forecast Out date on Unplanned (D) record type). First, find out the day variance for each aircraft once it has completed. b. Information needed: i. Projected Out dates 1. Original Out Date 2. Revised Out Date 3. For Unplanned (D) record type ONLY, the Forecast Out Date ii. Completion Date iii. The current threshold values for early, on time and late c. Example: Early is 1 or more days before the projected, On Time is on same date as projected and Late is 1 or more days after projected. d. Completion date – Projected Out Date = number of days early, on time or late e. Example: Tail Number 231 Original Out Date was 16 Oct XX, Revised Out Date was 20 Dec XX with an actual completion date of 26 Dec XX. f. Convert dates into a Julian Date. 16 Oct XX is XX289, 20 Dec is XX354 and 26 Dec is XX360.

	g. $XX360 - XX289 = 71$ days against the Original, $XX360 - X354 = 6$ days against the Revised. h. This aircraft completed 71 days past what was originally estimated at the beginning of visit and 6 days past the date after an official extension was given (Revised Out Date). BOTH are late to deliver back to the customer. Decide what Due Date Performance is measured.
<u>5. Original Due Date Performance</u>	a. Measurement used to determine how close the actual completion date came to original estimate. This was estimated prior to aircraft being placed in work at the beginning of the visit. This is a measurement of estimated completion date verses actual completion. b. Information needed: - Original Out Date - Completion Date - The current threshold values for early, on time and late c. Completion date - Original Out Date = number of days early, on time or late. d. Example: Tail Number 231 Original Out Date was 16 Oct XX and it actually Completed on 26 Dec XX. e. Convert both dates into a Julian Date. 16 Oct is XX289 and 26 Dec is XX360. f. $XX360 - XX289 = 71$ days g. This aircraft completed 71 days past what was originally estimated at the beginning of visit.
<u>6. Revised Due Date Performance</u>	a. Measurement used to determine how close the actual completion date came to revised estimate. This date is estimated when an official extension (schedule change request for additional days) has been approved and a Revised Out Date input in AMREP module. This is a measurement of the new revised out date verses actual completion. b. Information needed: - Revised Out Date (will be different than the Original Out date if extension was approved) - Completion Date - The current threshold values for early, on time and late c. Completion date - Revised Out Date = number of days early, on time or late. d. Example: Tail Number 231 Revised Out Date was 20 Dec and it actually Completed on 26 Dec. e. Convert both dates into a Julian Date. 20 Dec XX is XX354 and 26 Dec XX is XX360 f. $XX360 - XX354 = 6$ days.

	g. This aircraft completed 6 days past what the Revised Out date was estimated after extension was approved.
<u>7. Actual Flow Days</u>	a. Actual number of days (calendar days) it took to perform all work. Calculated after aircraft is completed. b. Information needed: i. Date In-work ii. Completion date c. $\text{Date completed} - \text{Date In Work} + 1 = \text{Actual Flow Days}$. d. Example: Tail Number 231 Was placed In Work on 5 Jan XX and completed all depot work on 26 Dec XX. e. Convert both dates into a Julian Date. 5 Jan XX is XX005 and 26 Dec XX is XX360. f. $\text{XX360} - \text{XX005} + 1 = 356$ (it took 356 Flow Days to perform all the work on this tail number

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

AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*, 27 September 2019

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFMAN 63-143, *Centralized Asset Management Procedures*, 18 December 2020

DAFI 21-101_AFMCSUP, *Aircraft and Equipment Maintenance Management*, 18 June 2024

DAFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 1 November 2022

DAFMAN 90-161, *Publishing Processes and Procedures*, 18 October 2023

DAFPD 21-1, *Maintenance of Military Materiel*, 21 February 2024

DoD Instruction 5000.02, *Operation of the Adaptive Acquisition Framework*, 23 January 2020

Headquarters Air Force Materiel Command Plan 70: *Materiel Surge*, 19 January 2018

TO 00-25-107, *Maintenance Assistance*, 15 August 2022

TO 00-25-4, *Depot Maintenance of Aerospace Vehicles and Training Equipment*, 15 September 2024

TO 00-35D-54 *United States Air Force Deficiency Reporting, Investigation, and Resolution*, 15 February 2024

Prescribed Forms

None

Adopted Forms

DAF 847, *Recommendation for Change of Publication*,

AFTO 103, *Aircraft/Missile Condition Data*,

Abbreviations and Acronyms

ACI—Analytical Condition Inspection

AFI—Air Force Instruction

AFMC—Air Force Materiel Command

AFRC—Air Force Reserve Command

AFTO—Air Force Technical Order

AMR—Aircraft and Missile Requirements

AMREP—Aircraft Maintenance Production/Compression Report

ANG—Air National Guard

ASIP—Aircraft Structural Integrity Program
AVDO—Aerospace Vehicle Distribution Officer
BLADE—Basing & Logistics Analytics Data Environment
CFT—Contract Field Team
CON—Contract
DAF—Department of the Air Force
DAFI—Department of the Air Force Instruction
DAFMAN—Department of the Air Force Manual
DDP—Due Date Performance
DoD—Department of Defense
FCF—Functional Check Flight
HQ—Headquarters
IAW—In Accordance With
Job DSG—Job Designator
MAJCOM—Major Command
MDS—Mission Design Series
MICT—Management Internal Control Toolset
MODs—Modifications
O&A—Over and Above
OFT—Organic Field Team
OPR—Office of Primary Responsibility
ORG—Organic
PDM—Programmed Depot Maintenance
PIC—Purpose Identifier Code
PM—Program Manager
PMO—Program Management Office
PSM—Product Support Manager
QDR—Quality Defect Rate
RCA—Root Cause Analysis
RegAF—Regular Air Force
REMIS—Reliability and Maintainability Information System
SB—Service Bulletins

TCTO—Time Compliance Technical Order

TN—Tail Number

TO—Technical Order

USAF—United States Air Force

USSF—United States Space Forces

Office Symbols

HQ AFMC/A4/10—Directorate of Logistics, Civil Engineering, Force Protection, and Nuclear Integration

HQ AFMC/A4F—Product Support Division

AFMC/A4FI—Life Cycle Management Branch

Terms

Actual Flow Days—Actual Flow Days are calculated after aircraft has completed. Calculate by subtracting Date In-work from Date Completed plus one day. Measured in calendar days.

First Extension End Date—The First Extension End Date is the date that an overall evaluation of the aircraft is to be completed and the scope of work is known. The First Extension End Date is calculated by adding the assessment period days to the Date In-Work. After the Assessment End Date, the schedule is considered fixed unless there are special circumstances as specified in [paragraph 6](#).

Assessment Period—A period of time, measured from the date that the aircraft is placed in-work, that Examination and Inventory is conducted (see [paragraph 6](#)). Days between the In-work date and the First Extension End Date. Based upon the results of the Assessment Period, the PM/PSM may alter the Revised Out Date.

Basing & Logistics Analytics Data Environment (BLADE)—BLADE is “data analytics as a service” (DAaaS) solution for the Logistics Enterprise (including Civil Engineering & Force Protection). Provides access to A4 data and analytic tools and training for functional users to turn it into meaningful information and enhance decision support.

Completion Date (Ready for Delivery)—The date the aircraft is ready for delivery to the possessing/assigned owning MAJCOM providing that:

1. All work is completed.
2. Additional work is not started after this point (see [paragraph 6.2.9](#)).
3. Functional Check Flight (FCF) acceptance, if required, is completed along with the corrections of any identified discrepancies requiring work.
4. The possessing/assigned owning MAJCOM has been notified the aircraft is ready for pickup. The aircraft stands ready for crew acceptance and flyaway, except for the operational preflight. If additional maintenance discrepancies are found after completion or during preflight, the completion date will be voided out (removed from the record so the record is open again). A new completion date will be input after all the work is accomplished. This will be considered over and above not directly related to work performed.

Date In-Work—The date the depot workload activity began work on the aircraft.

Date Received—The date the aircraft arrived at the Repair Activity, depot field team arrives to perform Planned workload or once the -107-depot maintenance request has been officially approved.

Delivery Date—The date the aircraft was picked up by or transported to the possessing/assigned owning MAJCOM.

Depot Delays—This refers to any delays experienced during depot maintenance that cause the aircraft not to meet its Original or Revised Out date. Delays are classified as non-chargeable and chargeable.

1. Non-chargeable Delays: these delays result from additional work not caused by the depot (TCTOs/MODs/unit requested/O&A/etc.), allowing for an official extension request.

2. Chargeable Delays: these are induced by the depot (rework/ damage/failure to act/etc.) and will require a Root Cause Analysis (RCA) entry in the AMREP module.

Depot Delivery Flight—This flight is to deliver aircraft to and from the maintenance facility. This is not part of the FCF or Operational Check Flight (OCF).

Depot Maintenance—Depot maintenance involves overhauling or rebuilding parts, assemblies, subassemblies, and end items by depot mechanics. This process may include manufacturing new parts, modifications, inspections, repairs, testing, and reclamation. Additionally, depot maintenance can support base-level technicians by providing maintenance assistance or technical help and handling repairs that are outside their responsibilities. Depot maintenance includes all aircraft that has been placed in a “D*” PIC in REMIS. Any work accomplished by Depot Mechanics (Organic or Contract depot personnel).

Depot Possessed—Any aircraft that is either in physical possession (parked at a maintenance facility) or is in virtual possession (-107 has been formally approved but waiting for team to arrive to begin work) having or awaiting depot level work. Possessed aircraft can be Air Force, Inter-Service (Army, Navy, Marine or Coast Guard) and Foreign Military owned. Possessed is not just determined solely by a PIC used in REMIS. The failure of the PIC not being updated in REMIS must not impact the accurate reporting of any aircraft having depot-level maintenance performed.

Due Date Performance—DDP is the accepted metric for aircraft production. It is used to measure aircraft in the month produced against operative schedule (original or revised) against the actual completion date.

Functional Check Flight (FCF)—A flight performed after completing inspections or maintenance to make sure that the aircraft is airworthy and capable of mission accomplishment. FCF information must be entered into the AMREP module prior to aircraft delivery. AMREP module will automatically calculate the total number of attempts once the number of FCFs and ground aborts are entered. This data is used to calculate each new fiscal year FCF and ground abort standards.

Flow Days—The number of days required to complete work on the aircraft. Flow Days are measured by subtracting the days from a scheduled/actual out date (Original, Revised, Forecast, and Completion date) from the Date In-Work. There are four types of Flow Days: Original Flow Days, forecast Flow Days, Revised and Actual Flow Days. Flow Days are negotiated by MDS and work package, between the PM/PSM, Repair Activity, and MAJCOM based on weapon system specific work schedule and any additional work agreed upon.

Forecast Flow Days—The number of forecasted calendar Flow Days, calculated by subtracting the Forecast Out Date from the Date In-Work plus one day. Flow Days for scheduled workload + Flow Days for Unplanned type workload (-107 requests/warranty only) = negotiated Flow Days.

Forecast Out Date—The date the Repair Activity expects to deliver the aircraft to the possessing/assigned owning MAJCOM. This date may be earlier or later than the Original or Revised Out Dates. The Forecast Out Date must reflect the best estimate of completion to include any delays. Consequently, it will change as conditions warrant and as many times as needed.

In-work Date—The date of the first maintenance action in a series of depot maintenance events. Depot mechanic begins the depot workload. Also referred to as Induction Date.

Mission, Design, and Series—The official designation for aerospace vehicles used to represent a specific category of aerospace vehicles for operations, support, and documentation purposes (DoD 4120.15L, Model Designation of Military Aerospace Vehicles).

On Condition Maintenance—A program to schedule selected aircraft into a depot level facility to correct known specific defects. Selection is based on combinations of critical and major defects.

Original Out Date—The original date when all maintenance on the aircraft is due to be completed and the aircraft is to be ready for delivery to the possessing/assigned owning MAJCOM. The Original Out-Date is established/input no later than the day the aircraft is placed in work. This date serves as the baseline and once entered, this date cannot be changed.

Over and Above—Unknown work/tasks discovered during the course of performing overhaul, maintenance, and repair efforts that is (1) not within the general scope of the work specification, Project Directive or contract, (2) not covered by the line item(s) for the basic work under the work specification, Project Directive or contract, and (3) necessary in order to satisfactorily release the aircraft. These are low frequency items or work that is not called out in the work specification, Project Directive or covered under economy or flight safety tasks. These items of work will only be done to correct a critical or major deficiency and must be approved by the Project Administration Officer or the PM/PSM representative.

Original Flow Days—The original (negotiated) calendar Flow Days specified in the contract, work specification, workload agreement, or Project Directive for each aircraft tail number for all known requirements, e.g., Programmed Depot Maintenance, Analytical Condition Inspection, On Condition Maintenance, TCTOs, Mod or any workload with an established number of Flow Days. Used for planned/scheduled workload. The original Flow Days are calculated by subtracting the Original Out-Date from the Date In-Work.

Planned Depot level Maintenance workload—Predetermined amount of repair work (requiring depot skills, equipment, and tooling) that requires disassembly, necessary cleaning, and inspection for repair or replacement, as necessary, of the component or assemblies. Number of Flow Days have been established (via 1st article testing, validation/verification (val/ver), proof of concept). Fully released, in production workload will only be input as a planned record type in AMREP module.

Planned (P) Record Type—The type of record that has been created for the aircraft depot visit. The type of record is not based on what drove the aircraft into depot or funding but is determined by the actual workload at the time of execution. Example: if an aircraft was sent into depot due to a -107 request but is fixed by a mod/TCTO, the record type for the visit would be Planned. If the

aircraft was input for -107 repair and planned workload is added at any time, the record type for the visit would be Planned or changed to Planned.

Repair Activity—A government (Organic), contractor, facility or depot field team, (Organic Field Team and Contract Field Team) that performs depot level maintenance (see above Depot Maintenance).

Repair Org Type AMREP codes—There are 4 different AMREP Repair ORG Type codes: ORG, CON, OFT, and CFT. ORG and CON codes are used when the aircraft is sent, either flown or towed/shipped, to a permanent or semi-permanent depot repair facility. A semi-permanent facility can be co-located with a unit and is established to perform depot-level work for several years or more. OFT and CFT codes are used when a maintenance depot team is dispatched to a non-home site location to perform depot-level work for a short period of time. This location is temporary, lasting only weeks to a few months.

Official Flow Days—The Flow Days resulting from an approved official schedule extension. The number of days required to complete work on an aircraft based on the Revised Out Date.

Revised Out Date—An official change to the Original Out Date. This date can only be changed if an official extension has been granted. The maximum number of times this date can be changed is two.

Root Cause Analysis—A step by step method that leads to the discovery of the cause or causes that led to the depot delay. Late aircraft RCA reporting must be input into AMREP no later than the third workday of the month following the close of the reported month.

Program Manager—A designated individual assigned the responsibility and delegated the authority for the centralized management of a particular system/project.

Product Support Manager—A designated individual responsible for managing the support functions required to field and maintain the readiness and operational capability of major weapon systems, subsystems, and components, including all functions related to weapon system readiness, in support of the program manager's life cycle management responsibilities.

Unplanned (D) Type Record—Type of record created for reactive maintenance with an unknown number of Flow Days. The type of record is not based on what drove the aircraft into the depot but is determined by the actual workload at the time of execution. Example: if aircraft was sent into depot due to a -107 request, and guidance/repair instructions must be created. There are currently no existing repair or inspection processes established (such as MODs, TCTOs, etc).

Attachment 2

JOB DESIGNATOR CODES

A2.1. Job Designator . The Job Designator (Job DSG) is an alpha code that describes the type and extent of work being executed. These codes have a hierarchy based on the actual workload according to the level of importance. Records are coded according to this hierarchy if more than one workload package is being accomplished. The table below shows the hierarchy with Job DSG B as the highest and working its way down to Q, the lowest. Example: If TN comes in for TCTO 335 and ACI, the record is coded as Job DSG B because the ACI workload falls in the B code category. The below list provides a brief description of job designator codes as applied in the AMREP module and are the only authorized Job Designator codes.

A2.2. The Job Designator code is not assigned based solely on what drove the aircraft's need for depot-level work. Instead, it is determined by the complete list of tasks that will be performed during the depot-level work. For example, if an aircraft is sent to the depot for a 107 repair but additional work is added, such as a MODs and/or a TCTO, the Job Designator code for this entry must be recorded as "H."

A2.3. Authorized Job Designator codes are as follows:

Table A2.1. Work Performance Category Codes

Code	Title and Description (input as a Planned record only)
B	Defined Depot Maintenance. Depot level maintenance that require skills, equipment or facilities not normally possessed by operating locations. Includes aircraft with cyclical Standard Depot Level Maintenance and Programmed Depot Maintenance (PDM) programs to include but not limited to PDM, C-Checks, Scheduled Structural Inspections (SSI), Analytical Condition Inspections (ACI), etc.
C	MDS Conversion. The alteration of the basic characteristics of an item to such an extent as to change its mission, performance, or capability (C-130J converted into an AC-130J).
H	Modification (temporary and permanent), TCTOs (Mod, Inspection, Commodity, Companion, Supplement, Record or Safety), Service Bulletins (SB) and other workload with standardized number of Flow Days (paint, 103 work) . Includes MODs, paint/de- paint, de-modifications, TCTOs, Aircraft Structural Integrity Program (ASIP), Phase, workload not covered above and any depot work with negotiated Flow Days with customer.
Code	Title and Description (input as an Unplanned (D) record type only)
I	Unscheduled Depot level maintenance. Reactive maintenance with unstipulated/unknown number of Flow Days. AFTO 00-25-107 Maintenance Assistance Requests (crash damage, cracks, corrosion, etc.) that are NOT fixed by any planned/defined type workload. May be performed at a depot facility or aircraft's location. Does not apply to -107 requests to perform MODs or TCTOs. If Planned workload (refer to Job DSG B/C/H) is used to correct the unknown issue (107 request) or if an unrelated additional planned workload is added, the record must be input as a Planned (P) record type. See para. 6.1 and Unplanned (D) Type Record definition under the Terms section of this policy.

Q	Warranty Work. Used to document work to correct depot induced quality defects/escapes identified after aircraft delivery. If Planned workload (refer to Job DSG B/C/H) is used to correct the unknown issue (107 request) or if an unrelated additional planned workload is added, the record must be input as a Planned (P) record type. See para. 6.1 and Unplanned (D) Type Record definition under the Terms section of this policy.
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Attachment 3

METRICS DEFINITIONS AND REPORTING REQUIREMENTS

A3.1. Aircraft Due Date Performance: DDP measures AFMC's ability to produce aircraft according to schedule. This measure tracks Programmed and Unplanned type organic and contract depot level maintenance performed by Air Logistics Complexes, depot maintenance contractors, and non-AIR FORCE repair activities. DDP does NOT include field team maintenance (OFT or CFT) workload. Data source for aircraft DDP is AMREP module.

A3.1.1. Calculation: aircraft are measured in the month produced against the operative schedule, both the original and revised.

A3.1.1.1. Original Due Date Performance. The Original DDP is a measure of the program office and Repair Activity's ability to plan to the basic depot work package and deliver aircraft to the possessing/assigned MAJCOM based on the original schedule. Aircraft are measured in the month produced against the original schedule. The operative schedule is the original schedule as agreed upon by the PM/PSM, Repair Activity, or possessing/assigned MAJCOM IAW [paragraph 6](#) of this instruction.

A3.1.1.1.1. Threshold values for early, on time, or late deliveries are:

A3.1.1.1.2. Early – Produced 1 day or more before the Original Out Date

A3.1.1.1.3. On Time – Produced on the Original Out Date

A3.1.1.1.4. Late – Produced 1 day or more after the Original Out Date

A3.1.1.1.5. Aircraft Produced Early + Aircraft Produced on Time/Total Aircraft Produced = Original DDP

A3.1.1.2. Revised DDP: Revised DDP is a measure of PM/PSM and Repair Activity's ability to execute to the plan with consideration to the assessment period guidance in [paragraph 6](#) of this regulation. Aircraft are measured in the month produced against the revised schedule. The revised schedule is the current schedule reflecting adjustments as agreed upon by the PM/PSM and Repair Activity IAW [paragraph 6](#) of this instruction.

A3.1.1.2.1. Threshold values for early, on time, or late deliveries are:

A3.1.1.2.2. Early – Produced 1 day or more before the Revised Out Date

A3.1.1.2.3. On Time – Produced on the Revised Out Date

A3.1.1.2.4. Late – Produced 1 day or more after the Revised Out Date

A3.1.1.2.5. Aircraft Produced Early + Aircraft Produced on Time/Total Aircraft Produced = Revised DDP

A3.1.2. Frequency: DDP is tracked and reported on a monthly basis or as required.

A3.1.3. Standards: HQ AFMC/A4F will publish annual DDP standards for each MDS and post them on the HQ AFMC A4 Metrics SharePoint® Office 365 Community Site. Requests for deviations from the approved calculation of the standard must be submitted with justification by the PM in coordination with PSM to HQ AFMC/A4F not later than 31 October

each year. The HQ AFMC A4 Metrics Community site is located at <https://usaf.dps.mil/teams/22369/SitePages/Home.aspx>.

A3.1.4. Root Cause Reporting Requirement: A root cause is required for any aircraft produced (Organic, Contract, and Field Teams) one day or more past its Revised Out Date (Forecast Out date for Unplanned (D) record type). As a minimum, PMs/PSMs will review the Root Cause Analysis weekly to ensure all Candidate, Open and Rejected root cause statuses are promptly addressed in AMREP module. Additionally, all aircraft owned by other services and Foreign Military Sales within AFMC's control for the purpose of depot level maintenance, must also provide root cause reporting on all late completions. The following data must be included with the root cause: Tail Number, Repair Activity, In-Work Date, Completion Date, and Cause for Delay (Cause Code), number of delayed days attributed to each cause and current planned action/measure(s) taken to prevent recurrence. Root Causes for late aircraft will be entered and released to HQ AFMC for submission into AMREP module via the Root Cause Analysis module no later than the third workday of the month following the close of the reported month. If the aircraft was not actually late, but the user made an input error, the error must be fixed to reflect TN not late. Use AMREP module User's Manual for details. **(T-2)**

A3.2. Actual Flow Days. The number of days required to complete work on the aircraft and are measured from the Date In-work. For metrics purposes, only Planned (P) record type aircraft will be used to measure the Flow Days. Data source for aircraft Flow Days is AMREP module. At the enterprise level, Flow Days will be grouped by AMREP module job designators codes B, H and C (see [Table A2.1](#)).

A3.2.1. Calculation: Aircraft are measured in the month produced against the Original Out

A3.2.1.1. Date, Revised Out Date, Forecast Out Date, and the Actual Completion Date.

A3.2.1.2. Flowdays for scheduled workload + Flowdays for unscheduled workload (-103 requests) = Negotiated Flowdays

A3.2.1.3. Total Original (Negotiated) Planned Flowdays = (Original Out Date – Date In-work) + 1

A3.2.1.4. Total Revised Out Planned Flowdays = (Revised Out Date – Date In-work) + 1

A3.2.1.5. Total Forecasted Flowdays = (Forecast Out Date – Date In-Work) + 1

A3.2.1.6. Total Actual Flowdays = (Completion Date – Date In-work) + 1

A3.2.2. Flowday definitions and allowable extensions to Flow Days are contained in [paragraph 6](#) and [Attachment 1](#). **Note:** Contract extensions granted to a contractor as a result of the government's failure to act (e.g., failure to provide parts or failure to respond to Engineering Change Proposal evaluations in a timely manner) will not be considered an allowable schedule change for purposes of the data recorded in AMREP module.

A3.3. Functional Check Flight (FCF) Reporting. PMs/PSMs in coordination with Repair Activity will report required FCF data into the AMREP module upon completion of the negotiated depot level repair/Mod or no later than the delivery date as outlined in Chapter 14 of AFMC Supplement to DAFI 21-101 *AFMCSUP, Aircraft and Equipment Maintenance Management*. The Number of FCFs and Number of Ground Aborts are required data fields in AMREP module; they are used to generate command level metrics for the FCF Fly Rate, Attempt Rate and Effectiveness Rate. FCF standards will be re-calculated annually and posted on the HQ AFMC A4

Metrics SharePoint® Office 365 Community Site as described in [paragraph A3.1.3](#). Requests for deviations from the approved calculation of the standard must be submitted with justification by the PM in coordination with PSM to HQ AFMC/A4F not later than 31 October each year. Repair activities and PMs/PSMs will monitor FCF data to identify potential quality/efficiency issues IAW 21-102, *Depot Maintenance Management*. (T-2)

A3.4. Aircraft Quality Defect Rate. Center Quality Offices will utilize AMREP module Joint Deficiency Reporting System data in developing the monthly aircraft quality defect metric. Measurements showing reported, accepted Critical/Major Defects and reported minors will be developed based on the first month that the aircraft was produced, not the month in which the Quality Defect Rate (QDR) was received. Use the AMREP module completion date only to provide date defect will be reported in. AMREP module cannot be used to provide the task order (PDM, MOD, TCTO, etc.) where the defect occurred. PMs/PSMs are required to comply with Deficiency Reporting, Investigation and Resolution guidance IAW Technical Order 00-35D-54 *United States Air Force Deficiency Reporting, Investigation, and Resolution*. PMs/PSMs will ensure accuracy of data entered in Joint Deficiency Reporting System to include the correct Report AMREP module completion date. (T-2)

A3.4.1. HQ AFMC/A4F will develop annual quality standards for each MDS using the formula below. Standards will be posted on the HQ AFMC A4 Metrics SharePoint® Office 365 Community Site as described in [paragraph A3.1.3](#).

A3.4.2. Quality standard calculation is a simple algorithm taking the sum of the number of total accepted defects for the previous three years divided by the number of aircraft produced for the same time period. The number of aircraft produced will not include aircraft returned for quality deficiencies (those identified in AMREP System with a “Q” Job Designator). Calculation formula is included in [Figure A3.1](#), below:

Figure A3.1. Annual Quality Standards.

$$0.9 \times \frac{\sum \text{Defects Accepted (previous 3 years)}}{\sum \text{Aircraft Produced (previous 3 years)}} = \text{Accepted Defects Standard}$$

A3.4.3. Due to the 90-day interval between the receipt of the Quality Defect Rate and investigation process, July–June data will be used to calculate fiscal year standards. New QDR quality defect standards will go into effect 1 January (due to 90 day lag) for the new fiscal year. Requests for deviations from the approved calculation of the standard must be submitted with justification by the PM in coordination with PSM to HQ AFMC/A4F not later than 31 October each year. The overall Accepted Defects Standard is a weighted average of all MDSs produced. In no case will the individual MDS standard be less than 0.10 accepted critical or major defects per aircraft produced. After the MDS Accepted Defects Standard is calculated and the calculated standard is found to have increased, the previous standard will be used. (T-2)

A3.4.3.1. Business rules for pulling AMREP records used for new FY QDR standards:

A3.4.3.2. Both Planned (P) and Unplanned (D) record types.

A3.4.3.3. NO Field teams (OFT/CFT), only Organic and Contract (ORG/CON).

A3.4.3.4. No Warranty, ONLY workload (no Job Designator code Q).

A3.4.3.5. Use the AMREP completion date to sort all the records into a QDR FY (1 Jul xx – 30 Jun xx) range for the 3-year lookback.

A3.4.4. HQ AFMC goal is to achieve .10 accepted critical or major defects per aircraft produced. Once an MDS achieves this goal, it will remain at .10. All new MDS platforms will automatically be assigned a quality standard of .10. Quality standards will be calculated using the entire Mission Design fleet, i.e., all C-135s will be used to calculate a standard for KC-135, RC-135s, OC-135s, etc. Any request to utilize specific MDS to calculate a quality standard must be coordinated through HQ AFMC/A4F. (T-2)

A3.5. Reliability and Maintainability Information System (REMIS) Error Listing Report. AMREP is the official system which tracks all aircraft work performed by all depot repair types (Organic/Contract/Field Teams). The AMREP module is used to closely monitor each aircraft as soon as the depot takes “control/possession”. This control is given by the unit/AVDO by placing the REMIS PIC (previously referred to as possession code) into a depot status PIC. The depot codes are the “D*” list of codes found in DAFI 21-103. The use of the “D*” PIC code used must be strictly monitored.

A3.5.1. Each day, the REMIS system sends all newly coded “D*” PIC status changes to the AMREP module. If the AMREP module does not locate a corresponding AMREP record entered by the PMO-designated AMREP user, it will flag this as a missing AMREP record. As a result, the REMIS record will be reported in the AMREP REMIS Error Listing report.

A3.5.2. Aircraft which appear on the Error Listing, must be researched to determine validity of the depot possessed code. The AMREP home screen will indicate the total number of REMIS Error records which must be addressed. If research determines an aircraft is in depot or has undergone depot work, the required data must be entered into AMREP by creating a record which reflects the work performed. (T-2)

A3.5.3. If the PMO has no record of depot work performed, unit or AVDO office must be contacted to investigate further why a REMIS PIC was assigned a "D*" code. Users will annotate in the Error listing report the record is being investigated and provide remarks. (T-2)

A3.5.4. If the unit or AVDO has indicated the classification of the aircraft as a “D*” PIC was made in error, the user shall document this information in the Error Listing report by placing the error record as resolved and provide the details on the error in the remarks. (T-2)