

**BY ORDER OF THE COMMANDER
MOODY AIR FORCE BASE**



COMBAT AIR FORCE INSTRUCTION 21-165

**MOODYAIR FORCE BASE
Supplement**

26 OCTOBER 2015

Maintenance

**AIRCRAFT FLYING AND MAINTENANCE
SCHEDULING PROCEDURES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: This publication and forms are available digitally.

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OPR: 23 MOF/MXOOP

Certified by: 23 WG/CC
(Colonel Chad P. Franks)

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This supplement applies to all personnel supporting the 23d Wing aircraft flying and maintenance schedules. This new supplemental instruction supplements the aircraft scheduling policies in CAFI 21-165, 23 April 2013, Aircraft Flying and Maintenance Scheduling Procedures. It establishes responsibility for operations and maintenance commanders to develop and execute aircraft flying and maintenance programs.

SUMMARY OF CHANGES

This supplement is new and needs to be reviewed completely.

2.7. (Added-MOODYAFB) Waiver authority for this supplement rests with the 23 WG/CC. Waiver requests will be submitted through the 23 FG/CC, 347 RQG/CC, 563 RQG/CC and 23 MXG/CC. ACC waiver request must be submitted by 23 WG/CC for resolution.

2.8. (Added-MOODYAFB) Standard crew ready times are as follows: HH-60 – 2 hours, HC-130 – 3 hours, A-10 – 1 hour.

3.2.1. (Added-MOODYAFB) 23/347 OSS/OSOS and 563 OSS/OSOS are responsible for the overall coordination and consolidation of the annual Flying Hour Program (FHP).

3.4. (Added-MOODYAFB) During the execution of the fiscal year flying hour program, changes and reflows to the annual plan will be discussed during the quarterly, monthly and weekly scheduling process. The reflow of over or under flown hours, in a specific month, will be accomplished as early as possible.

3.4.1. (Added-MOODYAFB) (Moody) 23/347 OSS/OSOS will ensure 41/71 RQS/DO, 74/75 FS/DO, 476 FS/DO, 41/71/74/75 AMU/HMU OIC/SUPT, 23/723 AMXS

OIC/SUPT/CC, 23 EMS/CMS OIC/SUPT/CC, and 23 MOF MXOO/SUPT/CC coordination on all FHP correspondence altering annual/monthly program flow. (Nellis) 563 OSS/OSOS at D-M will ensure 66 RQS/DO, 88 TES/DO, 823 MXS/MXM, 823 MXS/CC, and 823 MXS/MXMOS coordination on all FHP correspondence altering annual/monthly program flow. (D-M) 563 OSS/OSOS will ensure 55 RQS/DO, 79 RQS/DO, 923 AMXS/MXM, 923 AMXS/CC, and 355 MOF/MXOOP coordination on all FHP correspondence altering annual/monthly program flow.

3.4.2.4.2. **(Added-MOODYAFB)** Wing Plans, Programs, and Inspections (23 WG/XP) will provide projected higher headquarter directed and local exercise activities.

3.5.3.1. **(Added-MOODYAFB)** 23 FG/CC, 347 RQG/CC and 23 MXG/CC will jointly review the quarterly plan during the monthly scheduling meeting to approve the next quarter's plan. When changes are required, adjustments will be made to the monthly and weekly plans.

3.6.1. **(Added-MOODYAFB)** (Moody) The Aerospace Vehicle Utilization Monitor (23/347 OSS/OSOS) will monitor 41/71 RQS and 74/75 FS tracking of scheduled and accomplished flying hours. PS&D and 23/347 OSS/OSOS will coordinate with the flying and maintenance squadrons and seek 23 MXG/CC and 23 FG/347 RQG/CC approvals if a reflow of hours or change in operations tempo is necessary to meet wing goals. (Nellis) The Aerospace Vehicle Utilization Monitor (66 RQS, 34 WPS) will monitor 823 MXS tracking of scheduled and accomplished flying hours. 823 MXS/MXMOS and 563 OSS/OSOS will coordinate with the flying and maintenance squadrons and seek 23 MXG/CC and 563 RQG/CC approvals if a reflow of hours or change in operations tempo is necessary to meet wing goals. (D-M) The Aerospace Vehicle Utilization Monitor (55 RQS, 79 RQS) will monitor 923 AMXS tracking of scheduled and accomplished flying hours. 355 MOF/MXOOP and 563 OSS/OSOS will coordinate with the flying and maintenance squadrons and seek 23 MXG/CC and 563 RQG/CC approvals if a reflow of hours or change in operations tempo is necessary to meet wing goals.

3.6.2.3. **(Added-MOODYAFB)** The monthly plan will be approved at the squadron level prior to the meeting during which the monthly plan is briefed at the Weekly MXG/FG/RQG Scheduling Meeting. All monthly scheduling inputs (electronic copy) must be provided to 23 MOF/MXOOP NLT 1500EST on the third Wednesday of the month.

3.6.4. **(Added-MOODYAFB)** PS&D will publish the monthly plan NLT 5 duty-days prior to the effective month. A copy of the monthly plan will be approved/signed by the 23 WG/CC, 23 FG/CC, 347 RQG/CC, 563 RQG/CC, and 23 MXG/CC. The signed monthly plan will be posted on the 23 MOF/MXOOP SharePoint site. Each operation location is responsible for uploading their respective plans.

3.6.6. **(Added-MOODYAFB)** (Nellis/D-M) All producible products listed will be included in the monthly flying and maintenance schedule. If products listed are incorporated into host wing schedules a note must be made on the Table of Contents page.

3.6.6.1. **(Added-MOODYAFB)** (Moody) A-10 Turn Patterns. The standard turn pattern for the A-10 will be a 10x8. For days with three goes the maximum turn pattern will be 12x12x10 followed by 10x8 or 10x0. The turn pattern for the A-10 will not normally exceed 12x12x10 except for surge operations. Exceptions to these normal turn patterns will be coordinated at the monthly maintenance and operations planning and/or weekly scheduling meetings.

3.6.6.1.1. **(Added-MOODYAFB)** For normal flying weeks units should plan a single go on Friday as well as days prior to holidays and ACC down days. Exceptions to this should be coordinated at the monthly maintenance and operations planning and/or weekly scheduling meeting.

3.6.6.11. **(Added-MOODYAFB)** QA scheduled inspections are published separately by QA.

3.7.1. **(Added-MOODYAFB)** All weekly scheduling inputs (electronic copy) must be provided to 23 MOF/MXOOP NLT 1500EST each Wednesday.

3.7.1.1. 1 **(Added-MOODYAFB)** (Moody) Flying hour windows will be determined at the Weekly MXG/FG/RQG Scheduling Meeting. (Nellis/D-M) Flying hour windows will be coordinated with the host wing.

3.7.1.1.2. **(Added-MOODYAFB)** (Moody) Quiet Hours will be observed IAW MAFBI 11-250. (Nellis and D-M) Quiet hours will be determined/coordinated with the host wing.

Table 3.1. (Added-MOODYAFB) Standard Turn Times:

MDS (Configuration)	Moody	Nellis	Davis Monthan
HC-130	4 hrs	N/A	4 hrs
HH-60 (No Guns)	4 hrs	4 hrs	4 hrs
HH-60 (Guns)	5 hrs	5 hrs	5 hrs
HH-60 (Pits)	30 min	30 min	30 min
A-10 (Air-to-Ground)	3 hrs	N/A	N/A
A-10 (Air-to-Air)	3 hrs	N/A	N/A
A-10 (Pits)	50 min	N/A	N/A

Table 3.2. (Added-MOODYAFB) Recovery Time Between Fly Days:

MDS	Moody	Nellis	Davis Monthan
HC-130	10 hrs	N/A	10 hrs
HH-60	12 hrs	12 hrs	12 hrs
A-10	12 hrs	N/A	N/A

3.7.2.1.3. **(Added-MOODYAFB)** If shorter turn times are required the Operations Scheduling/Operations Supervisor (Top 3) must coordinate with AMU/HMU Supervision and AMU/HMU Plans, Scheduling and Documentation.

3.7.5. **(Added-MOODYAFB)** The signed weekly schedule will be posted on the 23 MOF/MXOOP SharePoint site. Each operating location is responsible for uploading their respective schedules.

3.7.6.1.1. **(Added-MOODYAFB)** If known, OCF/FCF requirements will be printed on the weekly flying/checkerboard pages. (OCFs/FCFs will not be loaded in IMDS before flight and will be debriefed flown as scheduled).

3.7.6.1.2. **(Added-MOODYAFB)** Cross-Country Flight Operations. All cross-country missions will be printed in the weekly flying schedule with a take-off time. Take-off times will be printed and deviations applying to XC departures will be recorded and calculated in FSE. Cross Country returns will be considered "flown as scheduled."

3.7.6.9. **(Added-MOODYAFB)** (Moody) NLT 1500 each Wednesday, Quality Assurance will provide PS&D the T.O. listing to be published in the weekly schedule to include new or revised publications, T.O. indexes, inspection work cards, checklists and -6 codebooks, to include date of release/change.

3.8. **(Added-MOODYAFB)** Changes to the Weekly Schedule. All AF Forms 2407 will reference a squadron/office symbol and a sequential change number starting with the Pen-and-Ink changes through all other change requirements for the effective schedule (i.e. Pen-and Ink 71 RQS CHG #1, next AF Form 2407, 71 RQS CHG #2, etc.) This will assist in an audit trail of all submitted AF Forms 2407. The AF Form 2407 changes that require 23 FG/CC, 347 RQG/CC, 476 FG/CC (for UTA) and 23 MXG/CC approvals are adding aircraft or sorties, and increasing the flying hour window. All units must use the standardized Form 2407 (Attachment 3) and coordination/approval matrix (Attachment 2).

3.8.2. **(Added-MOODYAFB)** (Moody) The agency requesting the change initiates the AF Form 2407 and coordinates it through the affected personnel IAW Attachment 2 of this supplement. Exceptions: MOC will coordinate the MXG/CC approval block of AF Form 2407 submitted after 1800 hours Monday through Friday, weekends, holidays and down-days; Command Post will coordinate the OG/CC approval block of AF Form 2407 during the same time frames. (Nellis/D-M) Maintenance Production Superintendents will coordinate all AF Form 2407s submitted after 1600, Monday through Friday, weekends, holidays and down-days. They will also coordinate higher headquarters directed taskings that require immediate execution.

3.9. **(Added-MOODYAFB)** Flying Scheduling Reporting Procedures

3.9.1. **(Added-MOODYAFB)** Flying hour management will be a shared responsibility between PS&D and OSS/OSOS.

3.9.2. **(Added-MOODYAFB)** The OG/CC will appoint a primary and alternate unit Aerospace Vehicle Utilization Monitor (AVUM) within operations 1C0X2 (Aviation Resource Manager) to act as the unit's Point of Contact (POC) to check unit utilization and to verify flying hour inputs with the proper maintenance organization every day. Provide the MAJCOM AVUM the name, grade, duty phone, email address, and office symbol of the primary and alternate AVUM annually at the beginning of each fiscal year and as changes in personnel occur. An informational copy of all AVUM appointment letters will be sent to 23 MOF/MXOOP.

3.9.3. **(Added-MOODYAFB)** AMU/HMU debrief sections are responsible for reporting squadron utilization within the IMDS database correctly, and in a timely manner. Debrief Section Chiefs will ensure that assigned personnel are properly trained

and have access to all required debrief-related screens within the IMDS database. Additionally, they will establish and implement, as required, procedures for reporting utilization data into IMDS as well as reporting utilization data back to the home unit when squadron aircraft are at a deployed/contingency location.

3.9.3.1. **(Added-MOODYAFB)** Daily. After review of the daily AUR provided by MDSA the AVUM will email a copy to the appropriate AMU/HMU debriefing section, operations squadron (OS) ARM monitors and AVDO NLT 1000 each day. Debriefing sections and OS ARM monitors will reconcile sorties and hours flown on the AUR. If disparities exist, the debriefer/OS ARM monitor will coordinate to update IMDS and send a corrected copy of the AUR back to the AVUM and AVDO NLT 1600 each day. The following day, the AVUM will verify the corrections were made in the MIS. If corrections were not made or disparities still exist the AVUM will coordinate with the AVDO for appropriate action.

3.9.3.2. **(Added-MOODYAFB)** Monthly. On the third duty day of the month the AVUM and AVDO will meet to compare the flying hours in IMDS with the flying hours in ARMS to ensure the data in IMDS represents hours flown. Any required updates to IMDS will be made NLT 1600 on the fourth duty day of the month. The AVUM and AVDO will also verify total sorties and hours flown from the fiscal year to date to ensure accurate reporting.

4.5.1. **(Added-MOODYAFB)** Any unit utilizing Limited Number of Possessed Aircraft for daily scheduling must have "DAILY SCHEDULING" printed on the maintenance checkerboard of the affected week. Moving from weekly to daily scheduling can only be done prior to signature by MXG/CC.

4.10.1.1. **(Added-MOODYAFB)** (Moody) A-10 Surge Rules. The standard surge turn pattern for the A-10 will normally be 12p12p12x10p10. Surges will not be done on Monday or Friday and limited to once per week if at all (except for exercises). Surges will also not be done on the day prior to or directly after a holiday or ACC down day. Exceptions to these normal surge turn patterns/rules will be coordinated at the monthly maintenance and operations planning and/or weekly scheduling meetings.

4.11. **(Added-MOODYAFB)** For current standards concerning the Flying Scheduling Effectiveness (FSE) contact the Maintenance Data Systems Analysis (MDSA) section, ext 4130 at Moody AFB, ext 7778 at Nellis AFB and ext 3190 at Davis-Monthan AFB.

5.2.1. **(Added-MOODYAFB)** For MSE computation purposes, credit will be awarded as long as the phase/ISO inspection is accomplished by the scheduled stop date of the inspection. The standard number of days is based off of historical flow data to complete the phase/ISO inspection per MDS as follows: A-10 #1 Phase = 10 duty days, #2 Phase = 11 duty days; HC-130 ISO = 23 duty days; HH-60 Phase = 26 duty days.

5.2.3. **(Added-MOODYAFB)** PS&D will ensure that all planned maintenance actions contained in each unit's weekly maintenance plan have valid IMDS JCNs listed in the schedule. On a daily basis, NLT 0800L, PS&D personnel will verify previous day's maintenance actions contained on the squadron's maintenance page have been accomplished within the IMDS database. Credit for completed maintenance actions will

be received as long as the maintenance actions JCN is completed on or before the applicable scheduled date. If the action is not complete within IMDS, PS&D will print out the applicable IMDS screen #122 Maintenance Snapshot. Additionally, PS&D will contact the applicable maintenance section to find out the reason for the missed action.

5.2.3.1. **(Added-MOODYAFB)** During times of IMDS downtime, PS&D will work closely with applicable squadrons to ensure that squadrons are not held accountable for maintenance actions not completed on time that are outside the control of the maintenance group.

5.2.3.2. **(Added-MOODYAFB)** MSE computations will be documented on the MSE worksheet maintained by PS&D. Minimum documentation will be quantities of maintenance actions scheduled, quantities of maintenance actions accomplished as scheduled and a short description outlining reasons for missed actions.

5.2.3.3. **(Added-MOODYAFB)** PS&D will complete the past week's MSE computations NLT 0900L on the first duty day after the applicable week and post it on the 23 MOF/MXOOP Share Point site NLT 1000L.

5.2.3.4. **(Added-MOODYAFB)** 23 MOF/MXOOP will be responsible for Moody MSE, 823 MXS/MXMOS will be responsible for Nellis MSE, and 355 MOF/MXOOP will be responsible for D-M MSE.

7.2.3. **(Added-MOODYAFB)** After reviewing IMDS screen 719 (Uncompleted Operational Events) the MOC will notify debrief and PS&D of any uncompleted events NLT 1000 each day for the previous day's flying via email message.

CHAD P. FRANKS Col, USAF
Commander

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

AFI 11-102, *Flying Hour Program Management*, 30 Aug 2011

AFI 11-212, *Munitions Requirements for Aircrew Training*, 23 Aug 2013

AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination*, 30 May 2013

AFPD 21-1, *Managing Aerospace Equipment Maintenance*, 25 Feb 2003

AFI 21-101, *Aerospace Equipment Maintenance Management*, 26 Jul 2010

AFI 21-101_CAFSUP, *Aerospace Equipment Maintenance Management*, 1 Oct 2012

AFI 21-103, *Equipment Inventory, Status and Utilization Reporting*, 26 Jan 2012

AFI 21-201, *Conventional Munitions Maintenance Management*, 9 Apr 2014

ACCI 21-118, *Logistics Maintenance Performance Indicators Reporting Procedures*, 2 Aug 2012

AFCSM 21-565V2, *Operational Event Subsystem*, 1 Oct 2009

AFMAN 23-110, *USAF Supply Manual*, 1 Apr 2009

AFI 33-324, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*, 6 Mar 2013

Prescribed Forms:

AF Form 2407 Pre-Print (Attachment 3)

Adopted Forms:

AF Form 2407, *Weekly/Daily Flying Schedule Coordination*

Abbreviations and Acronyms:

ACC—Air Combat Command

ADO—Assistant Director of Operations

AF—Air Force

AMU—Aircraft Maintenance Unit

AMXS—Aircraft Maintenance Squadron

A/R—As Required

ARM—Aviation Resource Manager

ARMS—Aviation Resource Management System

AUR—Aerospace Utilization Report

AVDO—Aerospace Vehicle Distribution Officer

AVUM—Aerospace Vehicle Utilization Monitor

CC—Commander

CHG—Change

CMS—Component Maintenance Squadron

DO—Director of Operations

D-M—Davis Monthan AFB, AZ

EMS—Equipment Maintenance Squadron

EST—Eastern Standard Time

FCF—Functional Check Flight

FHP—Flying Hour Program

FG—Fighter Group

FS—Fighter Squadron

FSE—Flying Scheduling Effectiveness

HHQ—Higher Headquarters

HMU—Helicopter Maintenance Unit

IAW—In Accordance With

ISO—Isochronal

IMDS—Integrated Maintenance Data System

JCN—Job Control Number

L—Local

LRS—Logistics Readiness Squadron

MA—Maintenance Officer

MAFBI—Moody Air Force Base Instruction

MAJCOM—Major Command

MDS—Mission Design Series

MIS—Maintenance Information System

MDSA—Maintenance Data Systems Analysis

MOC—Maintenance Operations Center

MOF—Maintenance Operations Flight

MSE—Maintenance Scheduling Effectiveness

MXG—Maintenance Group

MXOO—Maintenance Operations Officer

MXOOP—Maintenance Plans, Scheduling and Documentation Section

MXM—Maintenance Squadron Superintendent

MXMOS—Maintenance Plans, Scheduling and Documentation Section

MXS—Maintenance Squadron

NLT—No Later Than

OCF—Operational Check Flight

OG—Operations Group

OIC—Officer in Charge

OS—Operations Squadron

OSOS—Current Operations Section

OSS—Operations Support Squadron

POC—Point of Contact

POL—Petroleum, Oil and Lubricants Section

PS&D—Maintenance Plans, Scheduling and Documentation

QA—Quality Assurance

RQG—Rescue Group

RQS—Rescue Squadron

SUPT—Superintendent

TES—Test Squadron

T.O.— Technical Order

UTA—Unit Training Assembly

WG—Wing

WPS—Weapons Squadron

XC—Cross Country

XP—Plans and Programs

Terms

Change—A recompilation of a unit's month-by-month flying hour plan, this is required when the unit's flying hour allocation changes.

Crew Ready—An aircraft that has been properly inspected, fueled, required weapons loaded, necessary maintenance actions completed, the exceptional release signed off (for the first flight of the day) and the tail number passed to operations. **Note:** Units will develop and publish specific crew ready times for each assigned MDS as agreed upon by the OG/CC and MXG/CC.

Deviation—A departure from the printed weekly flying schedule.

Exercise—A unit or higher headquarters event designed to test or evaluate an organization's plans, procedures, and operational/maintenance capabilities. Exercises are a planned sortie surge, a combat sortie generation, or an unscheduled tasking. Operational readiness inspections and wing directed operational readiness evaluations are combat sortie generations.

Flying Scheduling Effectiveness (FSE) Rate—The FSE rate is the percentage of sorties flown as scheduled. This rate determines how efficiently the planned/printed flying schedule was executed. It also indicates unit turmoil caused by flying schedule deviations.

Functional Check Flight (FCF)—The flight of an aircraft, in accordance with the applicable dash -6 manual, to verify the airworthy condition of the aircraft.

Higher Headquarters—A controlling agency above wing level.

Maintenance Scheduling Effectiveness—A measurement used to determine what percent of the scheduled maintenance actions were actually completed as scheduled in the weekly flying schedule.

Mission, Design, and Series (MDS)—An acronym for aircraft mission, design, and series. For example: F015C, etc.

Off-Station Sorties—Sorties flown away from home base (cross-country) and parent unit maintenance is not provided. This includes aircraft that divert or break off-station and parent unit maintenance is sent to repair and launch the aircraft. **Note:** Off-station sorties are considered flown as scheduled. Deviations incurred are not used in scheduling effectiveness or abort rate computations.

Operational Check Flight (OCF)—The first flight of an aircraft that has had extended downtime or extensive maintenance which does not require an FCF.

Pen-and-Ink Changes—Changes made to next week's flying schedule on AF Form 2407 after the WG/CC has signed the schedule and NLT 1600 hours local Friday. **Exception: Pen-and-Ink changes are allowed 2 hours after the squadron's last landing during printed wing night flying weeks.**

Planned Sortie Surge—A scheduling option where a unit may plan to produce sorties at a higher than normal rate. To qualify as a surge, the number of planned sorties will exceed the normal daily sortie rate by at least 50 percent. This will be based on the monthly daily sortie rate as determined by Maintenance Operations Flight (MOF) PS&D.

Sortie—A sortie begins when an aircraft becomes airborne or takes off vertically from rest at any point of support. It ends after airborne flight when the aircraft returns to the surface except for continuation sorties.

Unit Training Assembly (UTA)—A planned period when guard or reserve personnel participate in training duty, instruction, or test alert. For the purposes of this instruction, one UTA is considered a single Saturday through Sunday weekend. This is an authorized and scheduled training assembly lasting at a minimum of 4 hours. This assembly is mandatory for all troop program unit members. (AR 135-91).

Weekly Flying and Maintenance Schedule—The schedule, agreed to by operations and maintenance, and signed by the OG/MXG/WG/CCs, to support the unit's flying and maintenance requirements. In this publication it is referred to as the "flying schedule."

COORDINATION								APPROVAL					
Changes to the schedule, inside the flying window:	DO, ADO, Ops Sch	OSS	MOS/ DO	MXAA and/or MXAB Sup, ProSup, PS&D	EMS	POL	Ammo		AMXS/ DO	OpSq/ DO	Sq/CC	OG/CC	MXG/ CC
Tail # change				X	X	A/R	X						
Interchange				X			X		X				
Maintenance Add				X	X	A/R	X		X	X	X	X	X
Any maintenance deviations				X	A/R	A/R	A/R		X				
Pyro (41 & 71 RQS)			X	A/R	X		X		X	X			
Configuration			X	X	A/R	A/R	A/R		X	X			
Fuel			X	X		X			X	X			
Take off & landing times			X	X	A/R	A/R	A/R		X	X			
OCF			X	X					X	X	X	X	X
FCF			X	X					X	X	X ³	X	X
Pen & Ink			X	X	A/R	A/R	X		X	X	X	X	X
Operations Add ⁵			X	X	A/R	A/R	A/R		X	X ⁴	X	X ⁴	X
HHQ Add		X	X	X	A/R	A/R	A/R		X	X	X	X	X
Change to flying window	X	X	X	X	A/R	A/R	A/R				X	X	X
Note 1:	A/R = As Required												
Note 2:	Information copies of all 2407s will be sent to all of the affected agencies as well as the AMXS/MA, MOC, MOF/PS&D.												
Note 3:	Required if operational crew will accomplish FCF.												
Note 4:	OG/CC approval has been designated to Ops Top 3 after 1600EST for Operations Adds.												
Note 5:	To include sorties added during the execution day after aircraft has been turned over to maintenance.												

Attachment 3 (Added-MOODYAFB)

AF FORM 2407 PRE-PRINT

Figure A3.1. 23d Wing AF Form 2407 Pre-Print

[illegible]

Attachment 4 (Added-MOODYAFB)**SORTIE SEQUENCE NUMBERS****Table A4.1. Moody AFB Sortie Sequence Assignment Numbers**

Squadron	Local Sorties	Adds	FCF/OCF	Off Station	Exercise
41 RQS	101-124 DEPLOY 1 DEPLOY 2 DEPLOY 3	011-020	141-150 151-155 156-160 841-849	161-170 171-184 185-199 850-899	125-139
71 RQS	501-524 DEPLOY 1 DEPLOY 2	080-089	541-544 545-547 548-550	551-560 561-570 571-580	525-539
74 FS	401-450 DEPLOY	030-049	801-820 201-249	701-749 300-349	451-499
75 FS	601-650 DEPLOY	050-079	821-840 251-299	751-799 350-399	651-699
476 FS	581-600				
Notes for all: 1. All 0900 series line numbers will be reserved for higher headquarters taskings to be used with mass launches that would interrupt or create extensive deviations to the weekly schedule. 2. All Off Station sorties are those launched from a location other than Moody AFB. All sorties going cross country originating from home station will use local sortie line numbers. 3. During exercise scenarios, alert/scrambles will be given an above line number only after that aircraft has received a crew/on status line.					