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ACN Report #2

As the week progressed, I continued researching primarily on my first set of articles published by the Army Aviation Magazine. I’ve been searching through the catalogue of the website in order to try and find past editions of the articles in an attempt to get a solid understanding of the history of the army aircraft notebook as a whole. While this idea undoubtedly led me to learning a lot more about aircrafts, I didn’t find as much about the ACN as I thought I would have, so I deemed what I learned to be a sort of background knowledge and started trying out a few other sites on the web. So, after scrapping together the last bits that I could find in the backlog and searching for websites related to them, I ended up finding a presentation dedicated to picking apart the entirety of aviation networks, including the ACN. Here the presentation broke down the ACN into 4 sections, Communication, Maintenance Processes, Forms/Records, and Aircraft Data. In this report, I’ll briefly go over the first two of these points. The communications portion handles how data is transmitted to the external systems of the aircraft this is referred to as JTDI, as well as parsing the aircraft’s data for the ACN, then finally it sends this parsed data into the JTDI. Lastly, the communication portion of ACN dedicated to a training portion known as MFOQA (Military Flight Operations Quality Assurance) programs designed for enhancing the maintenance operation safety training. Moving on, the Maintenance Processes, first we have the IETM (Interactive Electronic Technical Manual) which interacts with the displays and the updates of the software, which is followed up by the GSS analytic tool which interprets aircraft data for the IETM and MIS (Management Information Systems). It also handles smaller details such as specific tasks similar to that of an aircraft test flight calculator.