**Problem Title:** Improving how information is sent to AMC crews and data is collected from them.

**Background:**

Strategic mobility aircraft execute missions around the world every day of the year that rely on significant amounts of data, often in areas with no or limited access to military computers. This need/resource gap results in significant frustrations for crews as well as financial, environmental, and operational limitations. Current systems and policies require access to a military network to access/print a crews’ flight papers which include flight plans, fuel plans, weather and field notices. Crews often receive their papers over 16 hours prior to landing at a field which results in carrying additional gas, limiting the amount of cargo on board, and contributes crew’s lack of trust in their C2. Crews must also provide significant amounts of data back to C2, maintenance, and their squadrons. Including hours and events flown, schedule availability, and most jets send back position reports. Aircraft commanders will often spend hours throughout a mission filling out data on paper and after landing they, and others, will spend more hours transcribing this data to multiple systems. This process is paper and home station based which means the data will not get to leadership or back to crews for weeks after an event. To give perspective on the amount of data given to crews each day, an average set of crew papers for a day is over 80 pages. The current systems, mainly GDSSII and GTIMS includes a lot of data but they are only available on military networks and have difficult to use interfaces. The current system does not actively push information to crews.

**Challenge Statement:** Provide a user-friendly solution to our crews, C2 agencies, and leadership that collects, disseminates, processes, and visualizes the necessary data for mission execution and making informed decisions, at all levels, anywhere in the world.

**Operational Constraints:** Used to define a box for team to operate in. Provide bullet comments:

* Must meet DoD standards to process/store FOUO and PII information
* Most Crews do not currently have internet in the air.
  + Crew interface must be able to work offline and sync once connected (crews should be able to enter data in the air and upload upon reaching an internet connection as well as download their ‘crew papers’ prior to flight and access them in flight)
* Crew members do not have government laptops (they do have Apple iPads though)
* C2 agencies operate in secure environments (can’t bring in Apple iPads)
* Interact with AF-wide mandated legacy systems