

3.2.11 Restoral Priorities. The term “restoral priorities” refers to a list of mission-essential equipment and facilities which requires prompt and timely response to outages. Trouble ticket/job priorities and equipment restoral priorities are determined by various factors. For example, The AFIN Commander, along with each MAJCOM/base/wing/unit, designates priorities based on needs and mission operational requirements along with the applicable supporting Air Operations Center (AOC).

3.2.12 Fully Mission Capable (FMC). Assets functioning as required per TO specifications or commercial manual and is capable of performing all of its assigned missions. Assets functioning as required per TO specifications, user guides, directives, manuals, MOA, instructions and commercial manuals are capable of performing all of its assigned missions. Also referred to as “green.” (per AFI 21-103.)

NOTE

In units where “Fully Mission Capability” refers to different mission systems that support the same capability, all systems supporting and performing that mission in any way and will be reported under one status.

3.2.13 Partial Mission Capable (PMC). Assets functioning in such a way that it can perform at least one, but not all of its assigned missions or functions; asset is impaired but usable. Also referred to as “amber.” (per AFI 21-103).

3.2.14 Not Mission Capable (NMC). The system or equipment does not meet the TO specifications; therefore, cannot accomplish any of its assigned missions or functions are usable and/or not available for use. Report equipment red when a part or parts is on order and status is NMC for supply. Also referred to as “red.” (per AFI 21-103).

3.2.15 Equipment Status Report (ESR). The term “ESR” refers to a report about systems/equipment mission capable status. The report is forwarded to managers at various levels who extract data on in-use AF equipment/systems to help identify trends, clear up problems, develop replacement systems, spare parts, and equipment modifications, and ensure managers know the status on critical CCITS. See AFI 21-103, Chapter 6, *COMMUNICATIONS, CYBERSPACE, IT and SPACE (CCITS) Equipment Status and Inventory* for additional information.

3.2.16 Service Catalog. The term “service catalog” refers to a master list of all equipment the unit supports/maintains with the associated mission assigned. It is also used as a tool to help track/develop restoral priorities. It identifies critical cyberspace infrastructure based on mission assurance priorities. This may also be documented in an operating instruction, standard operating procedure, or memo for record.

3.2.17 Operational Report (OPREP). The term “OPREP” refers to a message that is forwarded up the chain of command that identifies operational statuses. Each wing establishes their policies and procedures. See AFMAN 10-206, *Operational Reporting* for additional information.

3.2.18 Maintenance Tasking Order (MTO). Routine tasks that enhance network security with a medium to low risk associated with the risk.

3.2.19 Field Change Order (FCO). The term “FCO” refers to a document from the appropriate program office regarding changes to a fielded system. This is similar to a Time Compliance Technical Order or TCNO.

3.2.20 Notice to Airman (NOTAM). The term “NOTAM” refers to a message created and transmitted by various government agencies to disseminate relevant information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition or change in any component (facility, service or procedure of, or hazard) the timely knowledge of which is essential to personnel concerned with flight/network operations.

3.2.21 Use of CNs. The CFP assigns a CN, manually or auto-generated, when a loss of capability or function in either equipment/system or service occurs. All trouble tickets and/or jobs will be assigned a CN. The same CN will be used on the trouble ticket and/or job and/or applicable equipment status report throughout the life span of the trouble ticket/job if possible. The same CN applies to all actions taken because of the failure/outage. If a different CN is used, reference the old CN and AIS when opening the new ticket. For example, in the Integrated Maintenance Data System (IMDS), the control number is referred to as Job Control Number (JCN). See T.O. 00-20-2, *Maintenance Data Documentation*, for more details.

3.2.21.1 The CN will remain open until the trouble ticket/job is completed, regardless of whether or not control changes between the CFP and various work centers or other agencies.

NOTE

If an AIS is temporarily unavailable, manually collect AIS information in such detail and update later.