NOT MEASUREMENT SENSITIVE

MIL-HDBK-260
7 MARCH 1997

DEPARTMENT OF DEFENSE HANDBOOK

REFERENCE DATA FOR LOGISTICS METRICS

THIS HANDBOOK IS FOR REFERENCE ONLY. DO NOT CITE THIS DOCUMENT AS A REQUIREMENT.

AMSC N/A

AREA ALSS

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

FOREWORD

1. This handbook is approved for use by all Departments and Agencies of the Department of Defense.

2. This handbook is for guidance only. This handbook cannot be cited as a requirement. If it is, the contractor does not have to comply.

3. This handbook is an abbreviated reference guide for logistics metrics. It emphasizes the accepted service and DOD standard metrics used in daily operations by logistics personnel. This handbook is a compendium of other documents and is designed to provide logistics personnel with frequently used information needed in logistics functions. This handbook will be used as a reference for all DOD logistics agencies. Although a concerted effort has been made to ensure that this handbook is accurate, there may be inconsistencies between it and other publications. Approved service manuals will be considered the authoritative sources when questions arise.

4. Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Commander, Systems Standardization, Code 4.1.4.2B120-3, Naval Air Warfare Center Aircraft Division, Highway 547, Lakehurst, NJ 08733-5100, by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

CONTENTS

PARAGRAPH		PAGE
1.	SCOPE	1
1.1	Scope	1
2.	APPLICABLE DOCUMENTS	1
3.	DEFINITIONS	1
4.	GENERAL OUTLINE	1
4.1	General outline	1
5.	DETAILED REQUIREMENTS	1
6.	NOTES	1
6.1	Intended use	1
6.2	Subject term (key word) listing	1

TABLES

I	Measures of readiness, supportability, and affordability	2
	Mission Nonavailability (MNA) (Air Force)	2
	Warfighting Capability (Air Force)	2
	Weapon System Reliability (WSR) (Air Force)	2
	Mission Capable (MC) (DoD)	3
	Operational Availability (Ao) (DoD)	3
	Mission Capable Rate (MC) (Army)	3
	Mission Capable Rate (MC) (Navy)	3
	Mission Capable Rate (MC) (Air Force)	4
	Full Mission Capable (FMC) (DoD)	4
	Full Mission Capable Rate (FMC) (Army)	4
	Full Mission Capable Rate (FMC) (Navy)	4
	Full Mission Capable Rate (FMC) (Air Force)	5
	Partial Mission Capable (PMC) (DoD)	5
	Partially Mission Capable Rate (PMC) (Army)	5
	Partial Mission Capable Rate (PMC) (Navy)	6
	Partially Mission Capable (PMC) (Air Force)	6
	Partially Mission Capable Maintenance Rate (PMC-M) (Army)	6
	Partial Mission Capable Maintenance Rate (PMCM) (Navy)	6
	Partially Mission Capable Maintenance Rate (PMCM) (Air Force)	6
	Partially Mission Capable Supply Rate (PMC-S) (Army)	7
	Partially Mission Capable Supply Rate (PMCS) (Air Force)	7
	Not Mission Capable Maintenance Rate (NMCM) (DoD)	7
	Not Mission Capable Maintenance Rate (NMCM) (Army)	7

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

CONTENTS - Continued

PAGE

Not Mission Capable Maintenance Rate (NMCM) (Navy) 7
Total Not Mission Capable Maintenance Rate (TNMCM) (Air Force) 8
Not Mission Capable Supply Rate (NMCS) (DoD) 8
Not Mission Capable Supply (NMCS) (Army) 8
Not Mission Capable Supply (NMCS) (Navy) 9
Total Not Mission Capable Supply Rate (TNMCS) (Air Force) 9
AVUM (NMCM Category) (Army) 9
AVIM (NMCM Category) (Army) 9
Depot (NMCM Category) (Army) 10
Aircraft Utilization (Navy) 10
Utilization Rate (Air Force) 10
Sortie Utilization Rate (Peacetime) (Air Force) 10
Sortie Utilization Rate (Wartime) (Air Force) 10
Abort per 100 Flight Hours (Navy) 11
Combat Rate (CR) (Air Force) 11
Combined Abort Rate (Air Force) 11
Air Abort Rate (Air Force) 12
Ground Abort Rate (Air Force) 12
Mean Time Between Failure (MTBF) (MIL-STD-1388-2) 13
Reliability Index (Navy) 13
Mean Time Between Critical Failure (MTBCF) (Air Force) 13
Mean Time Between Operational Mission Failures (MTBOMF) (DoD) 13
Mean Time Between Maintenance Actions (MTBMA) (MIL-STD-1388-2) 14
Mean Time Between Unscheduled Maintenance (MTBUM) (DoD) 14
Mean Time Between Unscheduled Maintenance Actions (MTBUMA) (DoD) 14
Mean Time Between Maintenance (MTBM) (Air Force) 15
Failure Rate (MIL-STD-1388-2) 15
Break Rate (Air Force) 15
Mean Time to Repair (MTTR) (MIL-STD-1388-2) 16
Mean Time to Repair (MTTR) (DoD) 16
Mean Repair Time (MRT) (Air Force) 16
Mean Corrective Maintenance Time for Operational Mission Failures (MCMTOMF) (DoD) 17
Maximum Corrective Maintenance Time for Operational Mission Failures (MAXCMTOMF) (DoD) 17
Maximum Corrective Maintenance Time (MAXCMT) (DoD) 17
Maximum Time to Repair (MMAXC) (DoD) 17

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

CONTENTS - Continued

PAGE

Man-Hours Per Operating Hour Scheduled (MHPOHS) 18
Man-Hours Per Operating Hour Unscheduled (MHPOHU) 18
Maintenance Man-Hours Per Life Units (MMH/LU) (Air Force) 18
Essential System Repair Time per Flight Hour (ESRT/FH) (Air Force) 18
Mean Active Maintenance Downtime (MAMDT) 19
Mean Downtime (MDT) (Air Force) 19
Mean Time Between Removal (MTBR) 20
Maintenance Replacement Rate (MRRI) 20
Direct Maintenance Man-Hours per Flight Hour (DoD) 20
Total Direct Maintenance Man-Hours per Flight Hour (Navy) 21
Mean Corrective Maintenance Time (MCMT) (DoD) 21
Maintenance Ratio (MR) (DoD) 21
Percent of Correct Detection (PCD) (DoD) 21
Fault Detection Percentage (FDET) (DoD) 21
Mean Time To Fault Locate (MTTFL) (DoD) 22
Average Days Turn Around Time (Navy) 22
Average Days Processing (Navy) 22
Average Days Scheduled (Navy) 22
Average Days in Repair (Navy) 23
Average Days Awaiting Parts (Navy) 23
4/8/12 Hour Fix Rate (Air Force) 23
Percent Base Repair (Air Force) 24
Average Repair Day (Air Force) 24
Repeat Rate (Air Force) 24
Recur Rate (Air Force) 24
Repeat/Recur Rate (Air Force) 25
Percent Items Repaired (Navy) 25
Percent Items Beyond Capability of Maintenance (Navy) 25
Intermediate Level Direct Maintenance Man-Hours per Flight Hour (Navy) 25
Organizational Maintenance Action Forms Direct Maintenance Man-Hours per Flight Hour (Navy) 26
Organizational Unscheduled Maintenance Action Forms Direct Maintenance Man-Hours per Flight Hour (Navy) 26
Defects per Aircraft (Air Force) 26
Schedule Conformance 26
Process Days 27
Cannibalizations per 100 Flight Hours (Navy) 27
CANN Rate (Air Force) 27

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

CONTENTS - Continued

PAGE

Order Ship Time (DoD) 27
Backorders (DoD) 27
Average Backorder Age (DoD) 28
ICP Availability Determination Segment (DoD) 28
Demand (DoD) 28
Supply Availability (DoD) 28
Depot Maintenance Turnaround Time (DoD) 28
"G" Condition Units (Navy) 29
"G" Condition Drivers (Navy) 29
Production Lead-time (DoD) 29
Administrative Lead-time (DoD) 29
Acquisition Lead-time (DoD) 29
AVCAL Net Effectiveness (Navy) 29
AVCAL Gross Effectiveness (Navy) 30
Stockage Effectiveness (Air Force) 30
Recoverable Item Stockage Effectiveness (XD and XF Items) (Air Force) 30
Activity POE Availability (Navy) 30
Issue Effectiveness (Air Force) 30
MICAP Average Hour per Incident (Air Force) 31
Recoverable Item Issue Effectiveness (XD and XF Items) (Air Force) 31
"Top Five" MICAPS (Air Force) 31
Issue Processing (Navy) 31
Receipt Processing (Navy) 31
Inventory Accuracy Overall (Air Force) 32
Inventory Accuracy RPC (DoD) 32
Inventory Accuracy RPC (Air Force) 32
Inventory Accuracy EOQ (DoD) 32
Inventory Accuracy EOQ (Air Force) 32
Warehouse Refusals (DoD) 33
Warehouse Refusals (Navy) 33
Warehouse Refusals (Air Force) 33
Customer Wait Time (DoD) 34
Bounceback Rate (Navy) 34
Availability Delay (DoD) 34
Availability Delay for Delayed Requisitions (DoD) 34
Incoming Shipments, Gains and Losses (Navy) 34
Gross Financial Adjustments (Navy) 34
Transportation Hold Time (Navy) 34
MTIS Backlog (Navy) 35
Locator Survey Accuracy (Navy) 35
Procurement Administrative Lead Time (Navy) 35

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

CONTENTS - Continued

PAGE

Competitive Awards (Navy) 35
Gross Adjustment Rate (DoD) 35
Material in Transit (MIT) (Navy) 35
Stock in Transit (SIT) (Navy) 35
Other Supply Officer (OSO) (Navy) 36
Unreconciled Balance (URB) (Navy) 36
Turnaround Time Less Awaiting Parts (Navy) 36
Number of Items Awaiting Parts (Navy) 36
Percent No Defect Items Code A799 (Navy) 36
A799 Days Turn-Around Time (Navy) 37
Cost per Flying Hour (Air Force) 37
Capital Investment Effectiveness 37
Net Operating Results 37
Labor Hour Cost 38
Throughput 38
Operating Expense 38
Total Man-Hours (Army) 39
Repair Parts Cost (Army) 39
Maintenance Cost (Army) 39
Notes 40

APPENDIXES

A GLOSSARY 44
B REFERENCES 50

INDEX 52

CONCLUDING MATERIAL 56

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

1. SCOPE

1.1 Scope. This handbook contains abbreviated reference information in logistics metrics. This handbook is for guidance only. This handbook cannot be cited as a requirement. If it is, the contractor does not have to comply.

2. APPLICABLE DOCUMENTS

This section is not applicable to this handbook.

3. DEFINITIONS

This section is not applicable to this handbook.

4. GENERAL OUTLINE

4.1 General outline. Table I delineates measures of readiness, supportability, and affordability. Appendix A is a glossary and Appendix B is a list of references

5. DETAILED REQUIREMENTS

This section is not applicable to this handbook.

6. NOTES

(This section contains information of a general or explanatory nature which may be helpful, but is not mandatory.)

6.1 Intended use. This handbook is intended for use as an abbreviated reference guide for logistics metrics.

6.2 Subject term (key word) listing.

Logistics
Metrics

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
USAF	R1 S_s S_m	Mission Nonavail-ability (MNA) Metric Type: J(P)	MNA=TAI-PAA-AFMC-TNMCS-TPMCS	TAI - Total Aircraft Inventory PAA - Primary Aircraft Authoriza-tion AFMC - Aircraft withheld from service by AFMC TNMCS - Total Not Mission Capable Supply TPMCS - Total Partial Mission Capable Supply	Metric shows the total effect of the actions of the logistics organiza-tion upon the operating command. Metric Level: M	
USAF	R2 S_s S_m	Warfighting Capability Metric Type: J(P)	Assess AFMC's capability to support war-fighting forces based on: Two heaviest wartime taskings By weapon system or other element Two segments -- day 1-30, 31-180	Data source is WISMIS and SORTS	Metric shows the ability of the logistics organization to support future action. Metric Level: M	
AFI 10-602 (Draft)	R	Weapon System Reli-ability (WSR) Metric Type: S	$\frac{\text{Missions Completed}}{\text{Missions Attempted}}$	(Self explanatory)	Use WSR to measure the probability that a system will complete a specified mission given that the system was initially capable of doing so. Metric Level: M	

RSA		Metric Type		Metric Level	
R	Readiness	J	Joint Metric	M	Macro Level
S_s	Supportability (Supply)	S	Service Option	O	Organizational Level
S_m	Supportability (Maintenance)	J(P)	Joint (Proposed)	I	Intermediate Level
A	Affordability	J(M)	Joint (Modify)	D	Depot Level
		T	Test		

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DODI 3110.5	R3.1	Mission Capable (MC) Metric Type: J	$\frac{\text{FMC + PMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Full Mission Capable PMC - Partial Mission Capable	Displays the percentage of a particular reporting period in which the aircraft can accomplish at least one of its assigned missions. Metric Level: M	
DoD 3235.1-H	R	Operational Availability (Ao) Metric Type: J(T)	$\frac{\text{Total Uptime}}{\text{Total Uptime + Total Downtime}}$	Ao - Operational Availability	Operational availability is used to support operational testing assessment, life cycle costing and force development exercises. Metric Level:	1
AR 700-138	R3.1	Mission Capable Rate (MC) Metric Type: J	$\frac{\text{FMC + PMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Full Mission Capable PMC - Partially Mission Capable	Displays the percentage of a particular reporting period in which the aircraft can accomplish at least one of its assigned missions. Metric Level: M	
OPNAVINST 4700.19E	R3.2	Mission Capable Rate (MC) Metric Type: J	$\frac{\text{FMC + PMC Hours}}{\text{EIS Hours}} \times 100$	FMC - Full Mission Capable PMC - Partially Mission Capable EIS - Equipment In Service	Displays the percentage of a particular reporting period in which the aircraft can accomplish at least one of its assigned missions. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFR 65-110 AFI 10-602 (Draft) AFI 21-103 (Draft)	R3.3	Mission Capable Rate (MC) Metric Type: J	$\frac{\text{FMC + PMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Full Mission Capable PMC - Partially Mission Capable	Displays the percentage of a particular reporting period in which the aircraft can accomplish at least one of its assigned missions. Metric Level: M	2 3
DODI 3110.5	R4.2	Full Mission Capable (FMC) Metric Type: J	Equipment and systems that are safe and have all mission-essential subsystems installed and operating as designated by a Military Service.	FMC - Full Mission Capable	Measures and assists in identification of aircraft that are capable of carrying out all assigned missions are designated as Mission Essential Subsystems. Metric Level: M	
AR 700-138	R4.1	Full Mission Capable Rate (FMC) Metric Type: J	$\frac{\text{FMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Full Mission Capable	Measures and assists in identification of aircraft that are capable of carrying out all assigned missions are designated as Mission Essential Subsystems. Metric Level: M	2
OPNAVINST 5442.4M	R4.2	Full Mission Capable Rate (FMC) Metric Type: J	$\frac{\text{FMC Hours}}{\text{EIS Hours}} \times 100$	FMC - Full Mission Capable EIS - Equipment In Service	The FMC rate represents the percentage of aircraft that are capable of meeting all of their wartime and peacetime missions. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFR 65-110 AFI 10-602 (Draft) AFI 21-103 (Draft)	R4.3	Full Mission Capable Rate (FMC) Metric Type: J	$\frac{\text{FMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Full Mission Capable	The FMC rate represents the number of aircraft that are capable of meeting all of their wartime taskings. This metric is used because some weapon systems have the capability to perform more than one wartime mission. Metric Level: M	2 3
DODI 3110.5	R5.1	Partial Mission Capable (PMC) Metric Type: J	Systems and equipment that are safely usable and can perform one or more but not all assigned missions because one or more of their mission-essential subsystems are inoperative for maintenance or supply reasons.	PMC - Partially Mission Capable PMCM Hours = MC Hours - (FMC + PMCS)	Indicates percent of aircraft partially mission capable due to maintenance or supply. The aircraft can perform one or more, but not all of its missions. Metric Level: M	
AR 700-138	R5	Partially Mission Capable Rate (PMC) Metric Type: J	$\frac{\text{PMC Hours}}{\text{Possessed Hours}} \times 100$	PMC - Partially Mission Capable	Indicates percent of aircraft partially mission capable due to maintenance or supply. The aircraft can perform one or more, but not all of its missions. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
OPNAVINST 5442.4M	R5.1	Partial Mission Capable Rate (PMC) Metric Type: J	$\frac{\text{PMC Hours}}{\text{EIS Hours}} \times 100$	PMC - Partially Mission Capable PMC Hours = (MC - FMC)	Indicates percent of aircraft partially mission capable due to maintenance or supply. The aircraft can perform one or more, but not all of its missions. Metric Level: M	
AFR 65-110 AFI 10-602 (Draft) AFI 21-103 (Draft)	R	Partially Mission Capable (PMC) Metric Type: J	$\frac{\text{PMC Hours}}{\text{Possessed Hours}} \times 100$	PMC - Partially Mission Capable	Indicates percent of aircraft partially mission capable due to maintenance or supply. The aircraft can perform one or more, but not all of its missions. Metric Level: M	
AR 700-138	R S_m	Partially Mission Capable Maintenance Rate (PMC-M) Metric Type: J	$\frac{\text{PMC-M Hours}}{\text{Possessed Hours}} \times 100$	PMC-M - Partially Mission Capable Maintenance	Indicates percent of aircraft partially mission capable due to maintenance. Metric Level: M	
OPNAVINST 5442.4M	R5.1	Partial Mission Capable Maintenance Rate (PMCM) Metric Type: J	$\frac{\text{PMCM Hours}}{\text{EIS Hours}} \times 100$	PMCM - Partially Mission Capable Maintenance PMCM Hours = MC Hours - (FMC + PMCS)	A summary of partially mission capable due to maintenance being performed. Metric Level: M	
AFR 65-110 AFI 21-103 (Draft)	R S_m	Partially Mission Capable Maintenance Rate (PMCM) Metric Type: J	$\frac{\text{PMCM Hours}}{\text{Possessed Hours}} \times 100$	PMCM - Partially Mission Capable Maintenance	Assists in the identification of mission degradation due to maintenance problems. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AR 700-138	R S_S	Partially Mission Capable Supply Rate (PMC-S) Metric Type: J	$\frac{\text{PMC-S Hours}}{\text{Possessed Hours}} \times 100$	PMC-S - Partially Mission Capable Supply	Indicates percent of aircraft partially mission capable due to supply. Metric Level: M	
AFR 65-110 AFI 21-103 (Draft)	R S_S	Partially Mission Capable Supply Rate (PMCS) Metric Type: J	$\frac{\text{PMCS Hours}}{\text{Possessed Hours}} \times 100$	PCMS - Partially Mission Capable Supply	Assists in the identification of mission degradation due to supply problems. Metric Level: M	
DODI 3110.5	R6.4	Not Mission Capable Maintenance Rate (NMCM) Metric Type: J	Systems and equipment are not capable of performing any of their assigned missions because of unit level maintenance requirements.	NMCM - Not Mission Capable Maintenance	Represents the percentage of aircraft that cannot fly any of its missions due to maintenance being performed. Metric Level: M	
AR 700-138	R6	Not Mission Capable Maintenance Rate (NMCM) Metric Type: S	$\frac{\text{NMCM Hours}}{\text{Possessed Hours}} \times 100$	NMCM - Not Mission Capable Maintenance	Represents the percentage of aircraft that cannot fly any of its missions due to maintenance being performed. Metric Level: M	2
OPNAVINST 5442.4M	R6.4	Not Mission Capable Maintenance Rate (NMCM) Metric Type: S	$\frac{\text{NMCM Hours}}{\text{EIS Hours}} \times 100$	NMCM - Not Mission Capable Maintenance EIS - Equipment In Service	Represents the percentage of aircraft that cannot fly any of its missions due to maintenance being performed. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFR 65-110 AFI 21-103 (Draft)	R6.5	Total Not Mission Capable Maintenance Rate (TNMCM) Metric Type: S	$\frac{\text{NMCM + NMCB Hours}}{\text{Possessed Hours}} \times 100$	NMCM - Not Mission Capable Maintenance NMCB - Not Mission Capable Both Maintenance and Supply	This indicator is used in conjunction with MC rates. The use of TNMCM and TNMCS rates further narrows the search for the cause of low MC rates. Represents the percentage of aircraft that cannot fly any of its missions due to maintenance being performed. Metric Level: M	2
DODI 3110.5	R S_S	Not Mission Capable Supply Rate (NMCS) Metric Type: J	Systems and equipment are not capable of performing any of their assigned missions because of maintenance work stoppage due to a supply shortage.	NMCS - Not Mission Capable Supply	This indicator is used in conjunction with NMCM rates to show cause for low MC rates and is a summary of not mission capable due to a supply shortage. (The aircraft cannot fly any of its missions.) Metric Level: M	2
AR 700-138	R S_S	Not Mission Capable Supply (NMCS) Metric Type: S	$\frac{\text{NMCS Hours}}{\text{Possessed Hours}} \times 100$	NMCS - Not Mission Capable Supply	This indicator is used in conjunction with NMCM rates to show cause for low MC rates and is a summary of not mission capable due to a supply shortage. (The aircraft cannot fly any of its missions.) Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
OPNAVINST 5442.4M	R S_S	Not Mission Capable Supply (NMCS) Metric Type: S	$\frac{\text{NMCS Hours}}{\text{EIS Hours}} \times 100$	NMCS - Not Mission Capable Supply EIS - Equipment in Service	This indicator is used in conjunction with NMCM rates to show cause for low MC rates and is a summary of not mission capable due to a supply shortage. (The aircraft cannot fly any of its missions.) Metric Level: M	
AFR 65-110 AFI 21-103 (Draft)	R S_S	Total Not Mission Capable Supply Rate (TNMCS) Metric Type: S	$\frac{\text{NMCS + NMCB Hours}}{\text{Possessed Hours}} \times 100$	NMCS - Not Mission Capable Supply NMCB - Not Mission Capable Both Maintenance and Supply	This indicator is used in conjunction with NMCM rates to show cause for low MC rates and is a summary of not mission capable due to a supply shortage. (The aircraft cannot fly any of its missions.) Metric Level: M	3
AR 700-138	R6.1	AVUM (NMCM Category) Metric Type: S	AVUM Hours (Total)	AVUM - Aviation Maintenance Unit Level	Total amount of time where the Unit quickly turns maintenance requirements at the Unit level. Metric Level: O	
AR 700-138	R6.2	AVIM (NMCM Category) Metric Type: S	AVIM Hours (Total)	AVIM - Aviation Maintenance Intermediate Level	Total amount of time accounted for by Intermediate level maintenance in a division or forward area. Metric Level: O	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AR 700-138	R6.3	Depot (NMCM Category) Metric Type: S	Depot Hours (Total)	Aviation Maintenance Depot Time (Unit maintains possession).	Total amount of time accounted for by Depot level maintenance. Metric Level: O	
OPNAVINST 4700.19E	R	Aircraft Utilization Metric Type: S	Flying Hours / Average Reporting Aircraft (EIS Hours)	Average Reporting Aircraft: Number of hours aircraft are reported as EIS hours, divided by the number of hours in the reporting period.	Indicates flying hours in relation to the weapon system planning document (WSPD) requirements. Metric Level:	
AFI 10-602 (Draft)	R	Utilization Rate Metric Type: J(P)	Life Units Expended / Time Period	Life Unit - Flying Hours, Sorties, etc. Time Period - Week, Month, Year	Evaluate estimated versus planned utilization rate for peace or wartime. Metric Level: M	
AFI 10-602 (Draft)	R	Sortie Utilization Rate (Peacetime) Metric Type: J(P)	Sorties Flown / Average Possessed Aircraft	Sortie - A single mission by a single aircraft.	Use as a planning figure to establish required aircraft levels based on planned sorties or to plan sorties based on possessed aircraft. Metric Level: M	2
AFI 10-602 (Draft)	R	Sortie Utilization Rate (Wartime) Metric Type: J(P)	Sorties Flown / Average Authorized Aircraft	Sortie - A single mission by a single aircraft.	Use as a planning figure to establish required aircraft levels based on planned sorties or to plan sorties based on authorized aircraft. Metric Level: M	2

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7936-01 Report	R	Abort per 100 Flight Hours Metric Type: S	$\frac{\text{Total Aborts}}{\text{Number of Flight Hours} \div 100}$	Abort - An abort is a sortie that ends prematurely and must be reaccomplished.	Indicates malfunctions of a system/subsystem on the aircraft. Metric Level: M	
AFI 10-602 (Draft)	R	Combat Rate (CR) Metric Type: S	$\frac{\text{Number of Successful Sorties}}{\Sigma\,(\text{Scheduled Missions - Ground Aborts - Air Aborts})}$	Abort - An abort is a sortie that ends prematurely and must be reaccomplished. A ground abort occurs prior to takeoff; an air abort occurs after takeoff.	Combat rate reflects the fact that scheduling and completing a specific aircraft mission is of greater value to the user than changing the aircraft's mission in flight due to equipment failure. Metric Level: M	
USAF	R	Combined Abort Rate Metric Type: J(P)	$\frac{\text{Air Aborts + Ground Aborts}}{\text{Sorties Flown + Ground Aborts + Air Aborts}} \times 100$	Abort - An abort is a sortie that ends prematurely and must be reaccomplished. A ground abort occurs prior to takeoff; an air abort occurs after takeoff.	This indicator can be used as a reliability indicator and as a measure of rework. The magnitude of this indicator can affect the TNMCM and TNMCS rates and in turn affect the MC rates. While flying schedules are built expecting some aborts to occur, when the actual number exceeds the planned, the reaccomplishment of the lost sorties must be rescheduled. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
USAF	R	Air Abort Rate Metric Type: J(P)	$\frac{\text{Air Aborts}}{\text{Sorties Flown}} \times 100$	Abort - An abort is a sortie that ends prematurely and must be re-accomplished. An air abort occurs after takeoff.	This indicator can be used as a reliability indicator and as a measure of rework. The magnitude of this indicator can affect the TNMCM and TNMCS rates and in turn affect the MC rates. While flying schedules are built expecting some aborts to occur, when the actual number exceeds the planned, the reaccomplishment of the lost sorties must be rescheduled. Metric Level: M	
USAF	R	Ground Abort Rate Metric Type: J(P)	$\frac{\text{Ground Aborts}}{\text{Sorties Flown + Ground Aborts}} \times 100$	Abort - An abort is a sortie that ends prematurely and must be re-accomplished. A ground abort occurs prior to takeoff.	This indicator can be used as a reliability indicator and as a measure of rework. The magnitude of this indicator can affect the TNMCM and TNMCS rates and in turn affect the MC rates. While flying schedules are built expecting some aborts to occur, when the actual number exceeds the planned, the reaccomplishment of the lost sorties must be rescheduled. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	R S_m	Mean Time Between Failure (MTBF) Metric Type: J	Total Functional Life / Total Failures	For a particular interval, the total functional life of a population divided by the total number of failures within the population during the measurement interval. The definition holds for time, rounds, miles, events, or other measures of life-units.	MTBF measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate. Metric Level: M	
Navy LMDSS	R S_m	Reliability Index Metric Type: S	Actual Reliability / Planned Reliability	Uses data from last provisioning as basis for comparison between planned reliability (MFHBF) and actual reliability (MFHBF).	Metric Level: M	
AFI 10-602 (Draft)	R	Mean Time Between Critical Failure (MTBCF)	Number of Operating Hours / Number of Critical Failures	Critical Failure - A failure mode that renders the equipment item listed in the MESL as failed, i.e., it is inoperable or operates outside its specified range of performance.	A measure of mission reliability. Metric Level: M	4
DoD 3235.1-H	R	Mean Time Between Operational Mission Failures (MTBOMF) Metric Type: T	Total Operating Time / Total OMF	OMF - Operational Mission Failure	MTBOMF indicates mission reliability, i.e., that the system will perform mission essential functions for a period of time under conditions stated in the mission profile. Metric Level: M	5

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Mean Time Between Maintenance Actions (MTBMA) Metric Type:	$\left[\frac{1}{\text{MTBF} + \text{MTBM(i)} + \text{MTBM(nd)} + \text{MTBPM}}\right]^{-1}$	MTBF - Mean Time Between Failure(s) MTBM(i) - Mean Time Between Maintenance (Induced) MTBM(nd) - Mean Time Between Maintenance (No Defect) MTBPM - Mean Time Between Preventive Maintenance	MTBMA measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate. Metric Level: M	6
DoD 3235.1-H	S_m R	Mean Time Between Unscheduled Maintenance (MTBUM) Metric Type: T	$\frac{\text{Total Operating Time}}{\text{Total Incidents Requiring Unscheduled Maintenance}}$	OMF - Operational Mission Failure	A measure of reliability which addresses unscheduled incidents that require a response from the logistic system. Metric Level: M	
DoD 3235.1-H	S_m	Mean Time Between Unscheduled Maintenance Actions (MTBUMA) Metric Type: J(T)	$\frac{\text{Total Operating Time}}{\text{Total Number of Incidents Requiring Unscheduled Maintenance}}$	MTBUMA - Mean Time Between Unscheduled Maintenance Actions	Logistical support frequency. Used in availability calculations and in statistically-oriented maintenance analyses. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFI 10-602 (Draft)	S_m	Mean Time Between Maintenance (MTBM) Metric Type: J(T)	$\frac{\text{Life Units}}{\text{Maintenance Actions}}$	Maintenance Actions - Scheduled or Unscheduled	MTBM measures the average life units between scheduled or unscheduled maintenance events (as defined by the operational command). Metric Level: M	7
MIL-STD-1388-2B	S_m	Failure Rate Metric Type: J	$\frac{\text{Total Failures}}{\text{Total Functional Life}}$	For a particular interval, the total number of failures within a population divided by the total functional life of the population during the measurement interval. The definition holds for time, rounds, miles, events, cycles, or other measures of life units.	Indicates the reliability of the item. Metric Level: M	
AFI 10-602 (Draft)	S_m	Break Rate Metric Type: S	$\frac{\text{Total Breaks (Code 3)x100}}{\text{Total Sorties Flown}}$	Code 3 - An equipment malfunction that renders the aircraft Not Mission Capable.	Break rate measures the percent of sorties an aircraft will return from an assigned mision with one or more previously working systems or subsystems on the MESL inoperable. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Mean Time to Repair (MTTR) Metric Type: J	$\frac{\text{Sum of Corrective Maintenance Time}}{\text{Total Number of Failures}}$	Corrective Maintenance - All actions performed, as a result of an actual or suspected failure, to restore an item to a specified condition.	Measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate. Metric Level: M	
DoD 3235.1-H	S_m	Mean Time to Repair (MTTR) Metric Type: J(T)	$\frac{\text{Sum of Corrective Maintenance Time}}{\text{Total Number of Failures}}$	MTTR - Mean Time to Repair	Commonly used as an on equipment measure but can be applied to each maintenance level individually. MTTR considers active corrective maintenance time only. Metric Level: M	
AFI 10-602 (Draft)	S_m	Mean Repair Time (MRT) Metric Type: S	$\frac{\text{Total Corrective Maintenance Time}}{\text{Total Maintenance Events}}$	Corrective Maintenance - All actions performed, as a result of an actual or suspected failure, to restore an item to a specified condition.	Measures the average on or off equipment corrective maintenance time in an operational environment. Metric Level: M	8

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DoD 3235.1-H	S_m	Mean Corrective Maintenance Time for Operational Mission Failures (MCMTOMF) Metric Type: J(T)	$\frac{TCT}{\text{Total OMF}}$	TCT - Total clock hours to restore systems to mission capability status OMF - Operational Mission Failure	A measure of maintainability, i.e., time to repair operational maintenance failures. Metric Level: M	
DoD 3235.1-H	S_m	Maximum Corrective Maintenance Time for Operational Mission Failures (MAXCMTOMF) Metric Type: J(T)	That time below which a specified percentage of corrective maintenance tasks must be completed to restore system to operation after mission failure.		A measure of maintainability. Metric Level: M	9
DoD 3235.1-H	S_m	Maximum Corrective Maintenance Time (MAXCMT) Metric Type: J(T)	That time below which a specified percentage of all corrective maintenance tasks must be completed.		A measure of maintainability. Metric Level: M	10
DoD 3235.1-H	S_m	Maximum Time to Repair (MMAXC) Metric Type: J(T)	Maximum corrective maintenance downtime within which either 90 or 95% (as specified) of all corrective maintenance actions can be accomplished.	MMAXC - Maximum Time to Repair	Useful in those special cases in which there is a tolerable downtime for the system. Ideally, we would like to be able to state an absolute maximum, but this is impractical because there will inevitably be failures that require exceptionally long repair times. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Man-Hours Per Operating Hour Scheduled (MHPOHS) Metric Type: J	Total PM Man-Hours / Total Operating Hours	PM - Preventive Maintenance	MHPOHS shows the ratio of maintenance man-hours expended to the operating interval (as defined by the measurement base) of the system equipment. Metric Level: M	
MIL-STD-1388-2B	S_m	Man-Hours Per Operating Hour Unscheduled (MHPOHU) Metric Type: J	Total CM Man-Hours / Total Operating Hours	CM - Corrective Maintenance Corrective Maintenance - All actions performed, as a result of an actual or suspected failure, to restore an item to a specified condition.	MHPOHU shows the ratio of maintenance man-hours expended to the operating interval (as defined by the measurement base) of the system equipment. Metric Level: M	
AFI 10-602 (Draft)	S_m	Maintenance Man-Hours Per Life Units (MMH/LU) Metric Type: S	Total Maintenance Man-Hours / Total Life Units	Maintenance Man-Hours can be corrective, product improvement, preventive or general support or a total of all categories.	MMH/LU is used to measure the average man-hours per life unit needed to maintain a system. Metric Level: M	11
AFI 10-602 (Draft)	S_m	Essential System Repair Time per Flight Hour (ESRT/FH) Metric Type: S	Elapsed PM + Elapsed CM / Flight Hours	CM - Corrective Maintenance Hours PM - Preventive Maintenance Hours	Use ESRT/FH to measure comparison of elapsed clock time needed to repair mission essential equipment compared to operating time measured in flying hours. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Mean Active Maintenance Downtime (MAMDT) Metric Type: J	$\frac{MTTR \times NC + MTPM \times ND}{NC + NP}$	MTTR - Mean Time to Repair NC - Corrective Maintenance Actions NP - Preventive Maintenance Actions	MAMDT measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate. Metric Level: M	
AFI 10-602 (Draft)	S_m	Mean Downtime (MDT) Metric Type: S	$\frac{\text{Total Downtime}}{\text{Total System Failure}}$	Downtime is the elapsed time between loss of MC status and restoration of the system to MC status.	MDT measures the average elapsed time between loss of MC status and restoration of the system to MC status. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Mean Time Between Removals (MTBR) Metric Type: J	$\frac{AOR \times CONFAC}{\sum_{i=1}^{n} TFI}$	AOR - Annual Operating Requirement CONFAC - Conversion Factor for the LCN/ALC item under analysis (LCN - LSA Control Number) TFI - Task Frequency of the "I" applicable maintenance action (ALC - Alternate LSA Control Number) n - Total Maintenance Actions i - Applicable Maintenance Action	MTBMA measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate. Metric Level: M	6
MIL-STD-1388-2B	S_m	Maintenance Replacement Rate (MRRI) Metric Type: J	$\sum_{i=1}^{n} TFI \times \text{Quantity Per Task}$	TFI - Task Frequency of the "I" applicable maintenance action (ALC - Alternate LSA Control Number) n - Total Maintenance Actions i - Applicable Maintenance Action	Measures the peacetime replacement rate factor for the item indicating the number of expected failures, which will require removal and replacement of the support item below depot level in a given next higher assembly per equipment/end item per year. Metric Level: M	12
DoD 3235.1-H	S_m	Direct Maintenance Man-Hours per Flight Hour Metric Type: J(T)	$\frac{\text{Total DMMH}}{\text{Total FH}}$	DMMH - Direct Maintenance Man-Hours FH - Flight Hour	Maintainability measure of the systems. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7094-02	S_m	Total Direct Maintenance Man-Hours per Flight Hour Metric Type: J(P)	$\frac{\text{Total DMMH}}{\text{Total FH}}$	DMMH - Direct Maintenance Man-Hours FH - Flight Hour	Total DMMH/FH shows high direct maintenance man-hour consumers as related to the organization and AIMD. Metric Level: M	13
DoD 3235.1-H	S_m	Mean Corrective Maintenance Time (MCMT) Metric Type: J(T)	$\frac{\text{TCMT}}{\text{Total CM Incidents}}$	TCMT - Total Number of Corrective Maintenance Clock Hours CM Incidents - Total number of incidents requiring corrective maintenance	A measure of maintainability. Metric Level: M	
DoD 3235.1-H	S_m	Maintenance Ratio (MR) Metric Type: J(T)	$\frac{\text{Total MMH}}{\text{Total OH}}$	MMH - Maintenance Man-Hours OH - Operating Hours	A measure of maintainability, i.e., an indication of the maintenance burden associated with the system. Metric Level: M	14
DoD 3235.1-H	S_m	Percent of Correct Detection (PCD) Metric Type: J(T)	$\frac{\text{Total CD}}{\text{Total CF}}$	PCD - Percent of Correct Detection given that a fault has occurred CD - Correct Detections CF - Confirmed Faults	A measure of maintainability; the percent of correct detection given that a fault has occurred. Metric Level: M	
DoD 3235.1-H	S_m	Fault Detection Percentage (FDET) Metric Type: J(T)	$\frac{\text{Number of Correct Detections}}{\text{Total Number of Confirmed Faults}}$	Correct Detections - Percent of correct detection given that a fault has occurred. Fault - Immediate cause of failure (e.g., maladjustment, misalignment, defect, etc.).	Used to compare the percent of fault detections and fault isolations. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DoD 3235.1-H	S_m	Mean Time To Fault Locate (MTTFL) Metric Type: J(T)	Total Time to Locate Fault / Total CF	CF - Confirmed Faults	MTTFL is a measure of maintainability (troubleshooting techniques). Metric Level: M	
NAMSO A7094-02	S_m	Average Days Turn Around Time Metric Type: S	Date Completed - Date Removed / Total IP	IP - Items Processed TAT - Turn Around Time	Average Days TAT provides summary information on AIMD repair actions, support actions and repairable item turnaround time to highlight areas requiring additional investigation or corrective action, and measurement of the IMA productivity. Metric Level: M	
NAMSO A7094-02	S_m	Average Days Processing Metric Type: S	Total Days "O" to "I" / Total IP	Total Days "O" to "I" - Number of days from the date removed "O" level to the date received "I" level. O Level - Organizational Maintenance Level I Level - Intermediate Maintenance Level IP - Items Processed	Subset measure of Average Days TAT. Metric Level: M	
NAMSO A7094-02	S_m	Average Days Scheduled Metric Type: S	Date In-Work - Date Received / Total IP	Date In-Work - Date In Work at AIMD IP - Items Processed AIMD - Aircraft Intermediate Maintenance Department	Subset measure of Average Days TAT. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7094-02	S_m	Average Days In Repair Metric Type: S	Completion Date - Date In Work / Total IP	Date In-Work - Date In Work at AIMD Completion Date - Completion Date by AIMD IP - Items Processed AIMD - Aircraft Intermediate Maintenance Department	Subset measure of Average Days TAT. Metric Level: M	
NAMSO A7094-02	S_m	Average Days Awaiting Parts Metric Type: S	Days AWP / Total IP (with documented AWP time)	AWP - Awaiting Parts IP - Items Processed	Subset measure of Average Days TAT. Metric Level: M	
AFI 10-602 (Draft)	S_m	4/8/12 Hour Fix Rate Metric Type: J(P)	Number of Aircraft Repaired in Time Standard / Total number of broke aircraft x 100	Time Standard = 4, 8, or 12 hours	The Fix Rate indicator is used as a measurement of equipment maintainability. For the mission of fighter aircraft, the 8-hour Fix Rate is appropriate with the 4-hour Fix Rate, a local management tool used to measure their progress toward their 8-hour Fix Rate goal. For the other aircraft, their respective missions dictate a 12-hour Fix Rate measurement. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
USAF	S_m	Percent Base Repair Metric Type: S	Total RTS Unit XD & XF x 100 / Total Units RTS+NRTS+Cond	XD & XF - Recoverable Items RTS- Reparable This Station NRTS - Not Reparable This Station Cond - Condemned	Measure indicating percentage of items that can be repaired at base level, reducing pipe-line. Metric Level: M	
USAF	S_m	Average Repair Day Metric Type: S	Total RTS RCT XD & XF x 100 / Total RTS Units (XD & XF)	XD & XF - Recoverable Items RTS - Reparable This Station RCT - Repair Cycle Time	Average time spent repairing each recover-able item. Metric Level: M	
USAF	S_m	Repeat Rate Metric Type: S	Total Repeat Discrepancies / Total Pilot Reported Discrepancies x 100	A repeat discrepancy occurs on the next sortie or attempted sortie after corrective action has been taken and the system or subsystem is used and indicates the same malfunction.	This indicator is primarily a measure-ment of equipment maintainability. The more complex the weapon system and the greater the ops tempo, the more susceptible a unit is to repeat dis-crepancies. Metric Level: M	
USAF	S_m	Recur Rate Metric Type: S	Total Recurring Discrepancies / Total Pilot Reported Discrepancies x 100	A recurring discrepancy occurs on the second through the fourth sortie/attempted sortie that the system or subsystem is used and indicates the same malfunction.	This indicator is primarily a measure-ment of equipment maintainability. The more complex the weapon system and the greater the ops tempo, the more susceptible a unit is to recurring discrepancies. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
USAF	S_m	Repeat/Recur Rate Metric Type: S	Repeat Rate + Recur Rate	Sum of Repeat Rate and Recur Rate	This indicator is primarily a measurement of equipment maintainability. The more complex the weapon system and the greater the ops tempo, the more susceptible a unit is to repeat or recurring discrepancies. Metric Level: M	
NAMSO A7094-02	S_m	Percent Items Repaired Metric Type: S	Total Items (AT Code A, B, C, Z) / Total Repairables	Code A - Code B - Code C - Code Z Action Taken Codes	Subset measure of Average Days TAT. Metric Level: M	
NAMSO A7094-02	S_m	Percent Items Beyond Capability of Maintenance Metric Type: S	Total BCM Items / Total IP	BCM - Beyond Capability of Maintenance at Code 1 through 9 IP - Items Processed	Subset measure of Average Days TAT. Metric Level: M	
NAMSO A7094-02	S_m	Intermediate Level Direct Maintenance Man-Hours per Flight Hour Metric Type: J(P)	Intermediate DMMH / Total FH	AIMD - Aircraft Intermediate Maintenance Department ML - Maintenance Level DMMH - Direct Maintenance Man-Hours FH - Flight Hour	Total DMMH/FH shows high direct maintenance man-hour consumers as related to the organization and AIMD. Metric Level: M	13

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7094-02	S_m	Organizational Maintenance Action Forms Direct Maintenance Man-Hours per Flight Hour Metric Type: S	Documented ML1 DMMH / Total FH	AIMD - Aircraft Intermediate Maintenance Department ML - Maintenance Level DMMH - Direct Maintenance Man-Hours FH - Flight Hour	Total DMMH/FH shows high direct maintenance man-hour consumers as related to the organization and AIMD. Metric Level: M	13
NAMSO A7094-02	S_m	Organizational Unscheduled Maintenance Action Forms Direct Maintenance Man-Hours per Flight Hour Metric Type: S	Unscheduled ML1 DMMH / Total FH	AIMD - Aircraft Intermediate Maintenance Department ML - Maintenance Level DMMH - Direct Maintenance Man-Hours FH - Flight Hour	Total DMMH/FH shows high direct maintenance man-hour consumers as related to the organization and AIMD. Metric Level: M	13
USAF	S_m	Defects per Aircraft Metric Type: S	Total Critical and/or Major Defects Reported / Total Aircraft Produced	Critical Defect - (See glossary of terms) Major Defect - (See glossary of terms)	This measure gauges the performance of the depot as it pertains to the production of quality aircraft. Metric Level: D	
JPMG	S_m	Schedule Conformance Metric Type: J	Aircraft Completed On Time / Aircraft Scheduled for Completion	Completions - The date when a product is physically completed. On Time - A production unit is "on time" when it is completed at the time promised.	This measures the ability of the depot to provide a product or service to the customer when promised. Metric Level: D	15

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
JPMG	S_m	Process Days Metric Type: J	Date Completed - Date Inducted	Date Completed - The actual date that the item is ready for delivery to the customer. Date Inducted - The actual date the item was received at a repair facility.	This measures the ability of the depot manager to reduce the amount of time that an item spends in process at the depot. Metric Level: D	
NAMSO A7936-01 Report	S_s	Cannibalizations per 100 Flight Hours Metric Type: J(P)	Cannibalizations (TC = 1, $\frac{AT = T}{\text{Number of Flight Hours}} \times 100$	TC - Transaction Code 1. Removal and replacement for cannibalization. AT - Action Taken Code T. Removed and replaced for cannibalization.	Indicates the health posture of the supply department or to support mission requirements. Metric Level: M	16
AFM 67-1	S_s	CANN Rate Metric Type: J(P)	Cannibalizations $\frac{(\text{Code 4} + \text{Code 8})}{\text{Sorties Flown}} \times 100$	Code 4 - A cannibalization that precludes a MICAP condition. Code 8 - A cannibalization that satisfies a MICAP condition.	Measures the ability of the supply system to meet operational requirements. Metric Level: M	16 17
DoD 4140.1	S_s	Order Ship Time Metric Type: J	The elapsed time in days, based on the document number date to the receipt document date.	OST - Order Ship Time	Measures the time required to place an order and receive a replacement for an item that cannot be returned to a ready for issue condition by the activity. Metric Level: M	
DoD 4000.25-3M Feb 90 MILSTEP	S_s	Backorders Metric Type: J	Count of requisitions with material obligations outstanding at the end of a period.	The total count of requisitions which is not immediately available for issue to the requisitioner and will be recorded as a commitment for future issue of stocked items.	The count of requisitions with material obligations outstanding at the end of the period. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DoD 4000.25-3M Feb 90 MILSTEP	S_s	Average Backorder Age Metric Type: J	$\frac{\text{Total Backorder Days}}{\text{Number of Backorders}}$	MOE - Material Obligation Established	The aging of the MOE figured from the date received at the supply source of the supplying service until the requisition is filled. Metric Level: M	
DoD 4140.1-R	S_s	ICP Availability Determination Segment Metric Type: J	Time in days from date requisition is received by ultimate supply source to date material release order is transmitted to storage site/depot.	ICP Availability Determination	Measures ICP requisition processing time. Metric Level: M	
DoD 4140.1	S_s	Demand Metric Type: J	Net demands (count of requisitions received minus deductions)		An indication of a requirement for issue of serviceable material. Metric Level: M	
DoD 4000.25-3M Feb 90 MILSTEP	S_s	Supply Availability Metric Type: J	$100 - \frac{\text{MOE}}{\text{Due DMPs}}$	MOE - Material Obligation Established. The number of demands processed during a given period (month) which were placed on materiel obligation either for the total or a partial quantity. DMP - Demands Processed. The number of total demands processed during a given period (month), regardless of when received, which should have been filled.	Stock availability is the percent that represents the first pass fill rate for due demands. Metric Level: M	18 19
DoD 4140.1	S_s	Depot Maintenance Turnaround Time Metric Type: J	Time item (repairable) is inducted until it is restored to ready for issue condition.	In STRAT expresses repair cycle pipeline dollars as days or RTAT.	Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAVSUP INST 4440.47J	S_S	"G" Condition Units Metric Type: S	Number of repairable items in AWP status at the Depot.	Condition code "G" items "M" to "G" to "M" AWP - Awaiting parts	Measures the number of repairable (recoverable) units that are unavailable due to lack of parts at the Depot. Metric Level: M	
NAVSUP INST 4440.47J	S_S	"G" Condition Drivers Metric Type: S	Counts or requisitions causing AWP status for repairable units at the Depot.	Condition code "G" items "M" to "G" to "M" AWP - Awaiting parts	Identifies primary items causing delay in repair schedules at the Depot. Metric Level: M	
DoD 4140.1	S_S	Production Lead-time Metric Type: J	Time interval between the letting of a contract or placing of an order, and receipt into the supply system of material purchased.		Time from contract award until receipt of material expressed in quarters. Metric Level: M	
DoD 4140.1	S_S	Administrative Lead-time Metric Type: J	The time interval between identification of a need to buy and the letting of a contract or placing of an order.		Time from initiation of a procurement action until time of award expressed in quarters. Metric Level: M	
DoD 4140.1	S_S	Acquisition Lead-time Metric Type: J	The sum of the administrative lead time and the production lead time.		Indicator of total time required to acquire an item. Metric Level: M	
NAVSUP Pub 522	S_S	AVCAL Net Effectiveness Metric Type: S	$\frac{\text{Stocked Item Demands Available For Issue}}{\text{Stocked Item Demands Carried}} \times 100$	AVCAL - Aviation Consolidated Allowance List	A measure of afloat effectiveness (AVCAL depth). Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAVSUP Pub 522	S_s	AVCAL Gross Effectiveness Metric Type: S	Demands Available For Issue / Demands x 100	AVCAL - Aviation Consolidated Allowance List	A measure of afloat effectiveness (AVCAL range). Metric Level: M	
AFM 67-1	S_s	Stockage Effectiveness Metric Type: S	EOQ Line Items Issued x 100 / EOQ L/I Issued + EOQ L/I B/O - EOQ L/I B/O 4W	EOQ - Economic Order Quantity L/I - Line Items B/O - Back Ordered 4W - Non-Recurring Demands	Measures the ability of the supply system to estimate the EOQ item demands. Metric Level: M	
AFM 67-1	S_s	Recoverable Item Stockage Effectiveness (XD and XF Items) Metric Type: S	RCV Line Items Issued x 100 / RCV L/I Issued + RCV L/I B/O - RCV LI 4W	RCV - Recoverable Item L/I - Line Item B/O - Back Order 4W - Non-Recurring Demands	Measures the ability of the supply system to estimate the Recoverable item demands. Metric Level: M	20
CIS NAVSUP PUB 285	S_s	Activity POE Availability Metric Type: S	POE Issues Included / POE Material Request Included x 100	POE - Point of Entry	Measures the percentage of initial entry demand requests placed by customers on stock points, which were available for immediate issue of all or part of the total quantity requested. Metric Level: M	21
AFM 67-1	S_s	Issue Effectiveness Metric Type: S	EOQ Line Items Issued x 100 / EOQ L/I Issued + EOQ L/I Backordered	EOQ - Economic Order Quantity L/I - Line Items	Measure of ability of supply system to satisfy EOQ requisitions. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFM 67-1	S_S	MICAP Average Hour per Incident Metric Type: S	$\frac{\text{Total Number of MICAP Hours}}{\text{Total Number of MICAP Incidents}}$	MICAP - Mission Capable (A MICAP is a grounding condition, caused by the failure of a sub-system. MICAP is related to NMCS.)	Measures responsive-ness of maintenance and supply systems to satisfy MICAP condition. Metric Level: M	
AFM 67-1	S_S	Recoverable Item Issue Effectiveness (XD and XF Items) Metric Type: S	$\frac{\text{RCV Items Issued}}{\text{RCV L/I Issued + RCV L/I B/O}}$	RCV - Recoverable Item L/I - Line Item B/O - Back Order	Measure of ability of supply system to satisfy recoverable item requisitions. Metric Level: M	22
AFM 67-1	S_S	"Top Five" MICAPS Metric Type: S	Track items which contribute to the most MICAP hours per month.	MICAP - Mission Capability	Measures systemic issues which contribute to reduced MC Rates. Metric Level: M	
CIS NAVSUP PUB 285	S_S	Issue Processing Metric Type: S	$\frac{\text{Line Items Issued and Shipped on Time}}{\text{Line Items Issued and Shipped}} \times 100$		Metric Level: M	23
CIS NAVSUP PUB 285	S_S	Receipt Processing Metric Type: S	Percentage of receipts completed within 7 days	MTIS - Material Turned Into Stores	Measures receipt processing time for regular MTIS and NRFI repairable receipts over two segments. The first concludes at posting and the second concludes at proof. Metric Level: M	24

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFM 67-1	S_s	Inventory Accuracy Overall Metric Type: S	$\frac{\text{ALL INV - ADJ}}{\text{RPC RCD BAL + EOQ RCD BAL}}$	ALL INV - Overall Inventory Level ADJ - Adjustments to Inventory RPC RCD BAL - Repair Cycle Record Balance EOQ RCD BAL -Economic Order Quantity Record Balance	Measures ability of supply system to maintain accurate records of stock on hand. Contributes to improved MC rates. Metric Level: M	
DOD 4000.25-2-M May 87	S_s	Inventory Accuracy RPC Metric Type: J	$\frac{\text{RPC INV ADJ x 100}}{\text{RPC RCD BAL}}$	RPC INV ADJ - Repair Cycle Inventory Adjustments RPC RCD BAL -Repair Cycle Record Balance	Indicates inventory of Repair Cycle inventory. Metric Level: M	
AFM 67-1	S_s	Inventory Accuracy RPC Metric Type: S	$\frac{\text{RPC INV ADJ x 100}}{\text{RPC RCD BAL}}$	RPC INV ADJ - Repair Cycle Inventory Adjustments RPC RCD BAL - Repair Cycle Record Balance	Indicates inventory of EOQ inventory. Metric Level: M	
DOD 4000.25-2-M May 87	S_s	Inventory Accuracy EOQ Metric Type: J	$\frac{\text{EOQ INV ADJ x 100}}{\text{EOQ RCD BAL}}$	EOQ INV ADJ - Economic Order Quantity Inventory Adjustments EOQ RCD BAL - Economic Order Quantity Record Balance	Indicates inventory of EOQ inventory. Metric Level: M	
USAF	S_s	Inventory Accuracy EOQ Metric Type: S	$\frac{\text{EOQ INV ADJ x 100}}{\text{EOQ RCD BAL}}$	EOQ INV ADJ - Economic Order Quantity Inventory Adjustments EOQ RCD BAL - Economic Order Quantity Record Balance	Indicates inventory of EOQ inventory. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DOD 4000.25-2-M May 87	S_S	Warehouse Refusals Metric Type: J	$\frac{\text{Refusals}}{\text{Refusals + Issues}} \times 100$	Warehouse Refusal - A notification from a distribution activity advising the originator of an A5 (MRO) or A4 (referral order) failure to ship all or part of the quantity originally directed for shipment.	The warehouse refusal rate measures the percent of issues not able to be completed because the warehouse location and/or quantity are not in agreement with the stock records. Metric Level: M	25
CIS NAVSUP PUB 285	S_S	Warehouse Refusals Metric Type: S	$\frac{\text{Refusals}}{\text{Refusals + Issues}} \times 100$	Warehouse Refusal - A notification from a distribution activity advising the originator of an A5 (MRO) or A4 (referral order) failure to ship all or part of the quantity originally directed for shipment.	The warehouse refusal rate measures the percent of issues not able to be completed because the warehouse location and/or quantity are not in agreement with the stock records. Metric Level: M	25
AFM 67-1	S_S	Warehouse Refusals Metric Type: S	$\frac{\text{Warehouse Refusals} \times 100}{\text{ALL ISU + DORS + SHPS}}$	ALL ISU - Overall Issues DORS - Backorders SHPS - Shipments	The warehouse refusal rate measures the percent of issues not able to be completed because the warehouse location and/or quantity are not in agreement with the stock records. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DoD 4140.1	S_s	Customer Wait Time Metric Type:	$\frac{\Sigma \text{ (Customer Receipt Date - Requisition Generation Date)}}{\text{Total Requisitions}}$		The mean average time, in days, required to satisfy customer demands, whether or not the demand was for a stocked or non-stocked item. Metric Level: M	
CIS NAVSUP INST 5220.1	S_s	Bounceback Rate Metric Type: S	$\frac{\text{Referrals - Returned}}{\text{Referrals}} \times 100$		Percentage of referral requisitions which are returned for action to the ICP. Metric Level: M	
DOD 4000.23	S_s	Availability Delay Metric Type: S	$\frac{\text{Material Obligations Outstanding}}{\text{Average Daily Material Obligations Est}} \times 100$		A measure of delay in the wholesale supply system. Metric Level: M	
DOD 4000.23	S_s	Availability Delay for Delayed Requisitions Metric Type: S	$\frac{\text{Material Obligations Outstanding}}{\text{Average Daily Material Obligations Est}} \times 100$		A measure of delay for backordered requisitions. Metric Level: M	
NAVCOMPT 2154 FIR	S_s	Incoming Shipments, Gains and Losses Metric Type: S	Overages and Shortages on receipt	FIR - Financial Inventory Report	Inventory accuracy. Metric Level: M	
NAVCOMPT 2154 FIR	S_s	Gross Financial Adjustments Metric Type: S	$\frac{\text{Value of Stock Records - FIR Value}}{\text{Value of Line Items Inventoried}} \times 100$	FIR - Financial Inventory Report	Inventory accuracy. Metric Level: M	
NAVSUP LTR 28 Nov 79	S_s	Transportation Hold Time Metric Type: S	$\frac{\text{Date Shipped - Date Packed}}{\text{Land and Air Cargo Requisitions}} \times 100$	Land and Air Cargo requisitions meeting NAVSUP hold time standards.	A measure of supply system delay. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAVSUP Pub 285	S_S	MTIS Backlog Metric Type: S	MTIS Items Awaiting Processing / Current 12-Month Avg Daily Completions x 100	MTIS - Material Turned Into Stores	A measure of supply system delay. Metric Level: M	
NAVSUP INST 4453.2B	S_S	Locator Survey Accuracy Metric Type: S	$\frac{\sum \text{Location Discrepancies}}{\sum \text{Locations Surveyed}} \times 100$	Source - Location Survey Report	A measure of inventory accuracy. Metric Level: M	
NAVSUP INST 4200.63B	S_S	Procurement Administrative Lead Time Metric Type: S	Date of Award - Date of Request	PALT - Procurement Administrative Lead Time	A measure of procurement performance. Metric Level: M	
NAVSUP CIS	S_S	Competitive Awards Metric Type: S	$\frac{\text{Competitive Awards (\$)}}{\text{Total Awards (\$)}} \times 100$		A measure of procurement performance in the price area. Metric Level: M	
DOD INST 4140.35	S_S	Gross Adjustment Rate Metric Type: S	$\frac{\text{Inventory Gains or Losses (\$)}}{\text{Line Items Inventoried (\$)}}$		A measure of inventory accuracy. Metric Level: M	
NAVSUP CIS NAVCOMPT Form 2033/2034	S_S	Material in Transit (MIT) Metric Type: S	$\frac{\text{Gross Value MIT (\$)}}{\text{Average Receipts Posted (\$)}}$	MIT - Material in Transit	Ensures matching of material receipts to billing is performed in a timely manner. Metric Level: M	
NAVSUP CIS NAVCOMPT Form 2033/2034	S_S	Stock in Transit (SIT) Metric Type: S	Age of outstanding dollar value of unmatched SIT issues and receipts	SIT - Stock in Transit (refers to transfers of inventory between stockpoints)	Ensures SIT issues and receipts are matched in a timely manner. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAVSUP CIS NAVCOMPT Form 2033/2034	S_S	Other Supply Officer (OSO) Metric Type: S	Age and dollar values of unmatched OSO issues and receipts	OSO - Other Supply Officer transfers	Ensures OSO issues and receipts are matched in a timely manner. Metric Level: M	
NAVSUP CIS NAVCOMPT Form 2033/2034	S_S	Unreconciled Balance (URB) Metric Type: S	Number and age of URBs	URB - Unreconciled Balance. Created when stockpoint MSIR stock balances and ILP MDF stock balances are not in agreement.	Ensures that stockpoint and ILP stock balances are kept in agreement in a timely manner. Metric Level: M	
NAMSO A7094-02	S_S	Turnaround Time Less Awaiting Parts Metric Type: S	$\frac{\text{(Date Completed - Date Removed) - Days AWP}}{\text{Total IP}}$	AWP - Awaiting Parts TAT - Turn Around Time IP - Items Processed	Average Days TAT provides summary information on AIMD repair actions, support actions and repairable item turnaround time to highlight areas requiring additional investigation or corrective action, and measurement of the IMA productivity. Metric Level: M	
NAMSO A7094-02	S_S	Number of Items Awaiting Parts Metric Type: S	Number of Items Processed where one or more periods of AWP time were reported.	AWP - Awaiting Parts	Subset measure of Average Days TAT. Metric Level: M	
NAMSO A7094-02	S_S	Percent No Defect Items Code A799 Metric Type: S	$\frac{\text{IP (Mal Code A799)}}{\text{Total IP}}$	IP - Items Processed Mal Code A799 - No defect	Subset measure of Average Days TAT. Metric Level: M	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7094-02	S_s	A799 Days Turn-Around Time Metric Type: S	Completion Date (A799 Items) - Date Removed (A799 Items) / Total IP	IP - Items Processed Mal Code A799 - No defect	Subset measure of Average Days TAT. Metric Level: M	
USAF	A	Cost per Flying Hour Metric Type: S	Gross Obligations / Actual Flying Hours		Metric Level: M	26
JPMG	A	Capital Investment Effectiveness Metric Type: J	Throughput / Long Term Inventory	Throughput - The rate at which the system generates money through sales. Long Term Inventory - The total depreciated value of all capital assets, excluding land, used by the depot maintenance activity.	This measure looks at investment in equipment and facilities and its effect upon depot throughput. Metric Level: D	15
JPMG	A	Net Operating Results Metric Type: J	Actual Revenue / Actual Cost Budgeted Revenue / Budgeted Cost	Actual Revenue - The realized result from the sale of a product or service. Actual Cost - Costs actually incurred for labor, material, and other costs. Budgeted Revenue - The anticipated result from the sale of a product or service. Budgeted Cost - The forecasted cost of producing a given quantity and mix of products as contained in or derived from the applicable budget document.	This measure gauges the ability of the depot manager to arrive at a sound plan and adhere to that plan. Metric Level: D	15

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
JPMG	A	Labor Hour Cost Metric Type: J	Actual Cost / Actual DLH Budgeted Cost / Budgeted DLH	Actual Cost - Costs actually incurred for labor, material, and other costs. Actual DLH - Direct Labor Hours expended on the basis of work authorization documents Budgeted Cost - The forecasted cost of producing a given quantity and mix of products as contained in or derived from the applicable budget document. Budgeted DLH - The estimate of the total direct labor requirements for the period as contained in or derived from the applicable budget documents.	This measure gauges the ability of the depot manager to arrive at a sound plan and adhere to that plan. Metric Level: D	15
JPMG	A	Throughput Metric Type: J	Revenue - Direct Material	Revenue - The realized result from the sale of a product or service. Direct Material - Material specifically required for the performance of depot maintenance as specified by a work authorization document.	This measures the ability of the depot to expand operations. Metric Level: D	
JPMG	A	Operating Expense Metric Type: J	Total Actual Cost - Direct Material	Total Actual Cost - Amounts determined on the basis of costs incurred as distinguished from forecasted costs. Direct Material - Material specifically required for the performance of depot maintenance as specified by a work authorization document.	This measures the ability of the depot manager to reduce the sources of cost at the depot. Metric Level: D	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DA Pam 738-751	A	Total Man-Hours	Sum of all Man-hours recorded against a work order	AVIM - Aviation Intermediate Maintenance	Effectiveness of AVIM on a particular Maintenance Request	27
DA Pam 738-751	A	Repair Parts Cost	Army Master Data File Cost for Repair Parts	AVIM - Aviation Intermediate Maintenance	Indicates cost of AVIM Level of Repair Parts	27
DA Pam 738-751	A	Maintenance Cost	Repair Parts Cost + (Total Man-Hours x Cost/Man-Hour)	AVIM - Aviation Intermediate Maintenance	Provides cost for selected maintenance actions in specific AVIM units.	

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

NOTES:

1. Ao is either the total uptime divided by the uptime and downtime when operated in an operational scenario, or the number of systems that are ready divided by the number possessed.

2. Possession is the actual acceptance, operational use (utilization), or designation of responsibility for an aircraft.

3. AFR 65-110 is being rewritten as AFI 21-103.

4. A critical failure is a failure, or combination of failures, that prevents an item from performing a specified mission.

5. Total operating time is the driving time, flying time, or system-on time.

6. MTBMA is broken out into four categories: (1) MTBM Induced, (2) MTBM Inherent, (3) MTBM No Defect, and (4) MTBPM (Mean Time Between Preventive Maintenance).

7. Maintenance Event is one or more maintenance actions required to effect corrective and preventive maintenance due to any type of failure or malfunction, false alarm or scheduled maintenance plan.

8. MRT is the operational term and should not be confused or used synonymously with the contractual term of MTTR.

9. MCMTOMF is a measure of maintainability, i.e., time to repair operational maintenance failures.

10. MAXCMT is that time below which a specified percentage of all corrective maintenance tasks must be completed.

11. Life units is a measure of use duration applicable to the item (e.g., operating hours, cycles, distance, rounds fired, attempts to operate, etc.).

12. n = Number of H function tasks for a given LCN/ALC combination (except D O/M levels). TFi = Task Frequency. (Also see MRRII and MRR Mod reference MIL-STD-1388-2B, App E, pg 573.)

13. For DMMH/FH, the total flight hours (FH) are to be for a stated period of time, i.e., days, months, years.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

14. The most common expression for Maintenance Ratio (MR) is maintenance man-hours per operating hour which is an indication of the maintenance burden associated with the system. If appropriate, other terms such as miles or rounds may be substituted for hours. Scheduled as well as corrective maintenance, in keeping with the user's maintenance requirements, are included without regard to their effect on mission or availability of the system.

15. Measure of depot performance. An aircraft is "on time" when it is completed at the time promised. For aircraft, this is the exact day that it was scheduled to be completed.

16. Robback, Controlled Substitution, Cannibalization, Selective Interchange are equivalent terms.

17. MICAP requirements which have been reported and requisitioned and subsequently satisfied through cannibalization action prior to receipt of the requisitioned item, are reported as "Code 8". MICAP which were satisfied through cannibalization without requisitioning action are reported as "Code 4". Cannibalizations which were accomplished to preclude the occurrence of a MICAP condition are reported as "Code 4".

18. Stocked Items. Items centrally managed (expense), procured, and distributed under the control of an ICP. Items covered by this report are acquisition advice codes (AAC) A, C, D, E, G, K, M, N, Q, R, S, V, and Z or stockage status code S.

19. Nonstocked items. Items centrally managed (investment) and procured but not stocked in the system controlled by an ICP. Activity for part-numbered items is also included in the report. Acquisition advice codes F, H, J. L, O, P, T, W, and Y or stockage status code N apply to this report. In addition, nonstocked items are those items for which local procurement has been authorized to the requisitioner for certain demands, but the requisitioner is unable to obtain the item(s) locally.

20. XD Item Stockage Effectiveness - This figure represents the fill rate for all items ordered against an aircraft that also have an established stock level in Base Supply. The data source is the Monthly Base Supply Management Listing (M-32).

21. Data source is NAVSUP Form 1144, Line 11.

22. XD Item Issue Effectiveness - This figure represents the fill rate for all items (whether stocked in Base Supply or not) ordered against an aircraft. The command goal for issue effectiveness is 70% or higher. The data source is the Monthly Base Supply Management Listing (M-32).

23. Data source is NAVSUP Form 1144, Lines 22, 23, 24 and 26.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

24. Data source is NAVSUP Form 1144, Line 27.

25. Data source is NAVSUP Form 1144, Line 34.

26. Cost Elements included in Cost per Flying Hour:

Cost Element	EEIC	APPN
Other (TDY/Rent) Other Contracts Other Supplies GSE/AGE	 4xxxx 5xxxx 6xxxx 	3400/3840 3010
Sustaining Engineering	583xx	3400
Software Maintenance	540xx	3400
Consumables General System	 60902 60502	3400/3840
Depot Maintenance Engine Aircraft PDM	 543xx 541xx	3400
Fuel	699xx	3400/3840
ICS/CLS	578xx - CLS CE 101005004 CE 101205004	3400 or 3010
DLRs	644xx	3400/3840
Mission Personnel	2xxxx - Mil 3xxxx - Civ 501xx - AFR	3500/3850 3400/3740/3840

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

27. Data is partial at best. Contractors are not required to provide input on their performance. Not all AVIM units participate. AVUM and DEPOT facilities do not report this data. Depot information should be tracked on a separate DESCOM information system. Transition to ULLS-A will officially relieve units of the obligation to report man-hour data, as this input has been classified.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

APPENDIX A

GLOSSARY

DEPARTMENT OF DEFENSE

(Reference: DODI 3110.5)

FMC — Full Mission Capable. Equipment and systems shall be considered FMC when they are safe and have all mission-essential subsystems installed and operating as designated by a Military Service.

MC — Mission Capable. MC status data shall consist of the sum of FMC and PMC for purposes of reporting to OSD.

NMC — Not Mission Capable. NMC is a materiel condition indicating that systems and equipment are not capable of performing any of their assigned missions. Equipment with a single mission, such as ground launch missile systems, and Army and Marine Corps ground equipment, in a no-go condition are reported in this status. NMC shall be divided into the following categories:

NMCM — Not Mission Capable Maintenance. NMCM is a materiel condition indicating that systems and equipment are not capable of performing any of their assigned missions because of unit level maintenance requirements. Recording of NMCM time shall start for: (a) unscheduled maintenance, when a malfunction is discovered, or at mission completion, whichever is later, and (b) scheduled maintenance, when the determination is made that a system cannot be returned to mission capable status within 2 hours. Time stops when maintenance has been completed or is interrupted by work stoppage due to supply shortage. The period of work stoppage due to supply shall be measured as NMCS. NMCM shall resume when required supply items are delivered to the maintenance activity.

NMCS — Not Mission Capable Supply. NMCS is a materiel condition indicating that systems and equipment are not capable of performing any of their assigned missions because of maintenance work stoppage due to a supply shortage. Recording of NMCS time shall start when work stoppage results due to a supply shortage. Recording of NMCS time shall start when work stoppage results from lack of parts, and the NMCS requisition is not satisfied one hour after the demand is initiated and remains unsatisfied. For Army and Marine Corps ground equipment, when both NMCM time and NMCS time are encountered in the same day and the sum is more than 12 hours, the whole day is carried against the condition status with the most hours.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

PMC Partial Mission Capable. Systems and equipment shall be considered PMC when they are safely usable and can perform one or more but not all assigned missions because one or more of their mission-essential subsystems are inoperative for maintenance or supply reasons. This status code is not used for equipment with a single mission, such as ground launch missile systems and Army and Marine Corps ground equipment. The Military Services may further subdivide PMC into maintenance and supply categories.

(Reference: DOD 4000.25-3M, MILSTEP)

DMP Demands Processed. The number of total demands processed during the current month, regardless of when received, which should have been filled.

MOE Material Obligation Established. The number of current month demands processed which were placed on material obligation either for the total or a partial quantity.

Army Aviation and Troop Command

AVIM Aviation Intermediate Maintenance. High mobility, a forward orientation, and repair by replacement in division and corps.

AVUM Aviation Unit Maintenance. Quick turnaround based on discard of selected items; replacement and rapid evacuation of components; and minor repairs (check, adjust, clean, lubricate, tighten, etc.).

FMC Fully Mission Capable. Equipment and systems that are safe and have all mission essential subsystems installed and operating as designated by the U.S. Army. Equipment is fully mission capable when it can perform all of its combat missions without endangering the lives of crew or operators.

MC Mission Capable. The time that a piece of equipment or system is fully mission capable or partially mission capable. Data that consists of the sum of FMC and PMC for purposes of reporting to the office of the Secretary of Defense.

NMCM Not Mission Capable Maintenance. Equipment cannot perform its combat mission because of maintenance work underway or needed.

A. NMCM time starts when the equipment has an NMC fault and is under the control of an organizational or other maintenance activity. Do not count time spent on regularly scheduled maintenance services and inspections or minor repairs like painting and body work. Equipment is FMC when a unit is told the equipment is ready for pickup, even though it is still physically at support. Equipment is normally FMC on the day it is inspected and signed out on DA Form 2407, Block 26.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

B. Count NMCM time until all work on the deficiencies is done and/or the lack of a needed part stops the work. When the lack of a part is the only reason the equipment cannot be made FMC, NMCS time starts.

C. Unit NMCM time covers all time used at the unit level for NMC Maintenance. Unit NMCM includes time needed to deliver equipment and wait for acceptance of equipment sent to support maintenance. Unit NMCM ends upon completion of the support acceptance inspection.

D. Support NMCM covers all time used at support for maintenance inspection, and awaiting shop delays on NMV faults. Normal scheduled services and inspections and minor repair work for other than an NMC fault do not count for DA Form 2406.

NMCS — Not Mission Capable Supply. A materiel condition indicating equipment cannot perform its combat missions because of maintenance work stoppage due to a supply shortage.

A. A NMCS time starts when maintenance work cannot be done on an NMC fault because a needed part is not on hand.

B. NMCS covers time spent waiting for repair parts, chassis, assemblies, subassemblies, and components. NMCS time also includes time waiting for delivery of direct exchange items when an exchange item is not available.

C. Both NMCS and NMCM time can occur on an item or system on the same day. Count other entire day for the one with the most hours that day. Subsystem NMCS and NMCM or organization and support NMV days can overlap. When that happens, charge the whole day to the one that has existed the longest time.

D. Unit NMCS covers the time equipment is in unit control and awaiting parts for an NMC fault.

E. Support NMCS covers the time equipment is under support's control and is awaiting parts for an NMC fault.

PMC — Partially Mission Capable. Systems and equipment that are safely usable and can perform one or more, but not all primary missions because one or more of its required mission essential subsystems are inoperative for lack of maintenance (PMC-M) or supply (PMC-S).

Possessed Time — All equipment line item numbers (LINs) that are authorized on the TOE/MTOE/TDA, or on-hand any day during the report period and on the property book will be reported as possessed time.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

APPENDIX A

Naval Air Systems Command

Ao	Operational Availability. Operational Availability is either the total uptime divided by the uptime and downtime when operated in an operational scenario, or the number of systems that are ready divided by the number possessed.
CIS	NAVSUP Corporate Information System.
DMMH/FH	Direct Maintenance Man-Hours Per Flight Hour. Total Flight Hours is for a stated period of time, i.e., days, months, years.
MAXCMT	Maximum Corrective Maintenance Time. That time below which a specified percentage of all corrective maintenance tasks must be completed.
MDD	Maintenance Due Date. Calendar due date an air launched missile or component is due for removal from service for test or maintenance.
MR	Maintenance Ratio. The most common expression for MR is Maintenance Man-Hours per Operating Hour which is an indication of the maintenance burden associated with the system. If appropriate, other terms such as miles or rounds may be substituted for hours. Scheduled as well as corrective maintenance, in keeping with the user's maintenance requirements, are included without regard to their effect on mission or availability of the system.
NAMSO	Naval Aviation Maintenance Support Office.
OTA	Operational Test Agency.
SIST	Serviceable-In-Service-Time. The period of time an air launched missile may remain in operational use or storage before its internal electronic or mechanical components require a test or maintenance action.
TOT	Total Operating Time. Driving time, flying time, or system-on time.

Air Force

Maintenance and Condition Status Codes

EIS	Equipment in Service. Number of hours in a reporting period, i.e., 744 hours in a 31-day month times number of aircraft.
FMC	Full Mission Capable. The aircraft is capable of performing all of its assigned missions.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

MESL	Minimum Essential Subsystems List. MESLs are the basis for aircraft capability status reporting. Their primary purpose is to identify the minimum essential systems and subsystems that must be operational in order to accomplish specifically assigned unit wartime, training, test or other missions. The MESL is the basis for the determination of Full Mission Capable (FMC), Partial Mission Capable (PMC) or Not Mission Capable (NMC).
NMC	Not Mission Capable. NMC is a grouping of all NMC statuses. The aircraft cannot perform any of its assigned missions.
NMCB	Not Mission Capable Both Maintenance and Supply. The aircraft cannot perform any of its assigned missions due to maintenance and supply actions, and is restricted from use.
NMCM	Not Mission Capable Maintenance. The aircraft cannot perform any of its assigned missions because of conditions attributed to maintenance only, and is restricted from use.
NMCS	Not Mission Capable Supply (Condition Code E). The aircraft cannot perform any of its assigned missions due to a lack of parts, and is restricted from use.
PAA	Primary Aircraft Authorization. Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operating resources to include manpower, support equipment, and flying hour funds.
PMC	Partial Mission Capable. PMC is a grouping of all PMC statuses. The aircraft can perform at least one, but not all of its assigned missions.
PMCB	Partial Mission Capable Both Maintenance and Supply (Condition Status Code F). The aircraft can perform at lest one, but not all of its assigned missions due to a lack of parts and uncompleted required maintenance actions.
PMCM	Partial Mission Capable Maintenance (Condition Status Code G). The aircraft can perform at least one, but not all of its assigned missions due to uncompleted required inspections or maintenance actions.
PMCS	Partial Mission Capable Supply (Condition Status Code H). The aircraft can perform at least one, but not all of its assigned missions due to a lack of parts.
TAI	Total Aircraft Inventory. The sum of the primary and backup aircraft assigned to meet the total aircraft authorization.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

TNMCM	Total Not Mission Capable Maintenance. This classification is the sum of NMCM and NMCB and reflects total NMC aircraft limitations due to maintenance.
TNCMS	Total Not Mission Capable Supply. This classification is the sum of NMCS and NMCB and reflects total NMC aircraft limitations due to lack of required parts.

OTHER TERMS

Abort	An abort is a sortie that ends prematurely and must be reaccomplished.
CANN	Cannibalization. The removal of a serviceable part from an aircraft or engine to replace an unserviceable part on another aircraft or engine.
Critical Defect	A defect that judgment and experience indicate would result in hazardous or unsafe conditions for individuals using, maintaining, or depending upon the product, or a defect that judgment and experience indicate is likely to prevent performance of the tactical function of a major end item such as a ship, aircraft, tank, missile, or space vehicle.
JPMG	Joint Performance Measurement Group. A group chartered by the Joint Policy Coordinating Group on Depot Maintenance to develop a common and comparable Performance Measurement System for the Service/DLA maintenance depots.
Major Defect	A defect, other than critical, that is likely to result in failure, or to reduce materially the usability of the unit of product for its intended use.
SORTS	Status of Resources and Training.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

APPENDIX B

REFERENCES

MILITARY STANDARDS

MIL-STD-1388-2B (Notice 1)	DOD Requirements for a Logistic Support Analysis Record	28 Mar 91 (21 Jan 93)

DEPARTMENT OF DEFENSE PUBLICATIONS

DOD 3235.1-H	Test and Evaluation of System Reliability, Availability and Maintainability	Dec 89
DODI 3110.5	Material Condition Reporting for Mission-Essential Systems and Equipment	14 Sep 90
---	Depot Maintenance Operations Indicators Handbook	15 Jun 93

ARMY PUBLICATIONS

AR 700-138	Army Logistics Readiness and Sustainability	Jun 93

NAVY PUBLICATIONS

LMDSS	Logistics Management Decision Support System (Navy AV-3M Data and Navy Inventory Control Point (ICP) Data)	
NAMSO A7094-02	AV-3M Data for NAVSEA Log Center Instruction 4790.1 (Catalog of Aviation 3-M Information Reports)	Jan 88
NAMSO A7936-01	AV-3M Data for NAVSEA Log Center Instruction 4790.1 (Catalog of Aviation 3-M Information Reports)	Jan 88
NAVSUP Pub 285	NAVSUP Management Handbook	6 Aug 92
NAVSUP INST 4440.47J	Stratification of Assets	6 Aug 84
OPNAVINST 4700.19E	Mission-Essential Materiel Readiness and Condition (MEMRAC) Report	14 Sep 80
OPNAVINST 5442.4M (Chg 1)	Aircraft Materiel Condition Definition, Mission-Essential Subsystems Matrices (MESMS) and Mission Descriptions	17 Oct 90 (Jul 92)

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

APPENDIX B

AIR FORCE PUBLICATIONS

AFI 10-602 (Draft)	Determining Logistics Support and Readiness Requirements	21 Dec 93
AFI 21-103	Equipment Inventory, Multiple Status, and Utilization Reporting System (Draft)	1994
AFI 65-503	US Air Force Cost and Planning Factors	15 Feb 94
AFM 66-279	Core Automated Maintenance System (CAMS)	1/
AFM 67-1	USAF Supply Manual	2/
AFR 27-15	Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination	23 Apr 90
AFR 65-110	Equipment Inventory, Multiple Status, and Utilization Reporting System	22 Apr 91

1/ AFM 66-279 is published in twenty-seven volumes. Each volume (and change) is dated separately.
2/ AFM 67-1 is published in nine volumes with multiple parts. Each part is dated separately.

DEFENSE LOGISTICS AGENCY PUBLICATIONS

No publications listed

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

INDEX

PAGE

"G" Condition Drivers (Navy) 29
"G" Condition Units (Navy) 29
"Top Five" MICAPS (Air Force) 31
4/8/12 Hour Fix Rate 23
A799 Days Turn-Around Time 37
Abort per 100 Flight Hours (Navy) 11
Abort Rate
  Air Abort Rate (Air Force) 12
  Combined Abort Rate (Air Force) 11
  Ground Abort Rate (Air Force) 12
Acquisition Lead-time (DoD) 29
Activity POE Availability (Navy) 30
Administrative Lead-time (DoD) 29
Aircraft Utilization (Navy) 10
Applicable documents 1
Availability Delay (DoD) 34
Availability Delay for Delayed Requisitions (DoD) 34
AVCAL Gross Effectiveness (Navy) 30
AVCAL Net Effectiveness (Navy) 29
Average Backorder Age (DoD) 28
Average Days Awaiting Parts (Navy) 23
Average Days In Repair (Navy) 23
Average Days Processing (Navy) 22
Average Days Scheduled (Navy) 22
Average Days Turn Around Time (Navy) 22
Average Repair Day (Air Force) 24
AVIM (NMCM Category) (Army) 9
AVUM (NMCM Category) (Army) 9
Backorders (DoD) 27
Bounceback Rate (Navy) 34
Break Rate (Air Force) 15
CANN Rate (Air Force) 27
Cannibalizations per 100 Flight Hours (Navy) 27
Capital Investment Effectiveness 37
Combat Rate (CR) (Air Force) 11
Competitive Awards (Navy) 35
Cost per Flying Hour (Air Force) 37
Customer Wait Time (DoD) 34
Defects per Aircraft (Air Force) 26
Definitions 1
Demand (DoD) 28
Depot (NMCM Category) (Army) 10
Depot Maintenance Turnaround Time (DoD) 28
Detailed requirements 1
Direct Maintenance Man-Hours per Flight Hour (DoD) 20
Essential System Repair Time per Flight Hour (ESRT/FM) (Air Force) 18

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

INDEX (Continued)

PAGE

Failure Rate (MIL-STD-1388) 15
Fault Detection Percentage (FDET) (DoD) 21
Full Mission Capable (FMC) (DoD) 4
Full Mission Capable Rate (FMC) (Air Force) 5
Full Mission Capable Rate (FMC) (Army) 4
Full Mission Capable Rate (FMC) (Navy) 4
General outline 1
Glossary 44
  Army Aviation and Troop Command 45
  Department of Defense 44
  Naval Air Systems Command 47
  Air Force 47
Gross Adjustment Rate (DoD) 35
Gross Financial Adjustments (Navy) 34
ICP Availability Determination Segment (DoD) 28
Incoming Shipments, Gains and Losses (Navy) 34
Intended use 1
Intermediate Level Direct Maintenance Man-Hours per Flight Hour
  (Navy) 25
Inventory Accuracy EOQ (Air Force) 32
Inventory Accuracy EOQ (DoD) 32
Inventory Accuracy Overall (Air Force) 32
Inventory Accuracy RPC (Air Force) 32
Inventory Accuracy RPC (DoD) 32
Issue Effectiveness (Air Force) 30
Issue Processing (Navy) 31
Labor Hour Cost 38
Locator Survey Accuracy (Navy) 35
Maintenance Cost (Army) 39
Maintenance Man-Hours Per Life Units (MMH/LU) (Air Force) 18
Maintenance Ratio (MR) (DoD) 21
Maintenance Replacement Rate (MRRI) 20
Man-Hours Per Operating Hour Scheduled (MHPOHS) 18
Man-Hours Per Operating Hour Unscheduled (MHPOHU) 18
Material in Transit (MIT) (Navy) 35
Maximum Corrective Maintenance Time (MAXCMT) (DoD) 17
Maximum Corrective Maintenance Time for Operational Mission
  Failures (MAXCMTOMF) (DoD) 17
Maximum Time to Repair (MMAXC) (DoD) 17
Mean Active Maintenance Downtime (MAMDT) 19
Mean Corrective Maintenance Time (MCMT) (DoD) 21
Mean Corrective Maintenance Time for Operational Mission Failures
  (MCMTOMF) (DoD) 17
Mean Downtime (MDT) (Air Force) 19
Mean Repair Time (MRT) (Air Force) 16
Mean Time Between Critical Failure (MTBCF) (Air Force) 13

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

INDEX (Continued)

PAGE

Mean Time Between Failure (MTBF) (MIL-STD-1388-2) 13
Mean Time Between Maintenance (MTBM) (Air Force) 15
Mean Time Between Maintenance Actions (MTBMA) (MIL-STD-1388-2) 14
Mean Time Between Operational Mission Failures (MITBOMF) (DoD) 13
Mean Time Between Removal (MTBR) 20
Mean Time Between Unscheduled Maintenance (MTBUM) (DoD) 14
Mean Time Between Unscheduled Maintenance Actions (MTBUMA) (DoD) 14
Mean Time To Fault Locate (MTTFL) (DoD) 22
Mean Time to Repair (MTTR) (DoD) 16
Mean Time to Repair (MTTR) (MIL-STD-1388-2) 16
MICAP Average Hour per Incident (Air Force) 31
Mission Capable (MC) (DoD) 3
Mission Capable Rate (MC) (Air Force) 4
Mission Capable Rate (MC) (Army) 3
Mission Capable Rate (MC) (Navy) 3
Mission Nonavailability (MNA) (Air Force) 2
MTIS Backlog (Navy) 35
Net Operating Results 37
Not Mission Capable Maintenance Rate (NMCM) (Army) 7
Not Mission Capable Maintenance Rate (NMCM) (DoD) 7
Not Mission Capable Maintenance Rate (NMCM) (Navy) 7
Not Mission Capable Supply (NMCS) (Army) 8
Not Mission Capable Supply (NMCS) (Navy) 9
Not Mission Capable Supply Rate (NMCS) (DoD) 8
Notes 1
Notes (for table I) 40
Number of Items Awaiting Parts (Navy) 36
Operating Expense 38
Operational Availability (Ao) (DoD) 3
Order Ship Time (DoD) 27
Organizational Maintenance Action Forms Direct Maintenance Man-Hours per Flight Hour (Navy) 26
Organizational Unscheduled Maintenance Action Forms Direct Maintenance Man-Hours per Flight Hour (Navy) 26
Other Supply Officer (OSO) (Navy) 36
Partial Mission Capable (PMC) (DoD) 5
Partial Mission Capable Maintenance Rate (PMCM) (Navy) 6
Partial Mission Capable Rate (PMC) (Navy) 6
Partially Mission Capable (PMC) (Air Force) 6
Partially Mission Capable Maintenance Rate (PMCM) (Air Force) 6
Partially Mission Capable Maintenance Rate (PMC-M) (Army) 6
Partially Mission Capable Rate (PMC) (Army) 5
Partially Mission Capable Supply Rate (PMCS) (Air Force) 7
Partially Mission Capable Supply Rate (PMC-S) (Army) 7
Percent Base Repair (Air Force) 24
Percent Items Beyond Capability of Maintenance (Navy) 25

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

INDEX (Continued)

PAGE

Percent Items Repaired (Navy) 25
Percent No Defect Items Code A799 (Navy) 36
Percent of Correct Detection (PCD) (DoD) 21
Process Days 27
Procurement Administrative Lead Time (Navy) 35
Production Lead-time (DoD) 29
Receipt Processing (Navy) 31
Recoverable Item Issue Effectiveness (XD and XF Items) (Air Force) 31
Recoverable Item Stockage Effectiveness (XD and XF Items) (Air Force) 30
Recur Rate (Air Force) 24
References 50
  Air Force publications 51
  Army publications 50
  Defense Logistics Agency publications 51
  DoD publications 50
  Military standards 50
  Navy publications 50
Reliability Index (Navy) 13
Repair Parts Cost (Army) 39
Repeat Rate (Air Force) 24
Repeat/Recur Rate (Air Force) 24
Schedule Conformance 26
Scope 1
Sortie Utilization Rate (Peacetime) (Air Force) 10
Sortie Utilization Rate (Wartime) (Air Force) 10
Stock In Transit (SIT) (Navy) 35
Stockage Effectiveness (Air Force) 30
Subject term (key word) listing 1
Supply Availability (DoD) 28
Throughput 38
Total Direct Maintenance Man-Hours per Flight Hour (Navy) 21
Total Man-Hours (Army) 39
Total Not Mission Capable Maintenance Rate (TNMCM) (Air Force) 8
Total Not Mission Capable Supply Rate (TNMCS) (Air Force) 9
Transportation Hold Time (Navy) 34
Turnaround Time Less Awaiting Parts (Navy) 36
Unreconciled Balance (URB) (Navy) 36
Utilization Rate (Air Force) 10
Warehouse Refusals (Air Force) 33
Warehouse Refusals (DoD) 33
Warehouse Refusals (Navy) 33
Warfighting Capability (Air Force) 2
Weapon System Reliability (WSR) (Air Force) 2

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

CONCLUDING MATERIAL

Custodians:
Army - TM-3
Navy - AS
Air Force - 11

Preparing activity:
Navy - AS

(Project ALSS-0065)

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

STANDARDIZATION DOCUMENT IMPROVEMENT PROPOSAL

INSTRUCTIONS

1. The preparing activity must complete blocks 1, 2, 3, and 8. In block 1, both the document number and revision letter should be given.
2. The submitter of this form must complete blocks 4, 5, 6, and 7.
3. The preparing activity must provide a reply within 30 days from receipt of the form.
   NOTE: This form may not be used to request copies of documents, nor to request waivers, or clarification of requirements on current contracts. Comments submitted on this form do not constitute or imply authorization to waive any portion of the referenced document(s) or to amend contractual requirements.

I RECOMMEND A CHANGE:	1. DOCUMENT NUMBER	2. DOCUMENT DATE (*YYMMDD*)
	MIL-HDBK-260	970307

3. DOCUMENT TITLE

REFERENCE DATA FOR LOGISTICS METRICS

4. NATURE OF CHANGE (*Identify paragraph number and include proposed rewrite, if possible. Attach extra sheets as needed.*)

5. REASON FOR RECOMMENDATION

6. SUBMITTER

a. NAME (*Last, First, Middle Initial*)	b. ORGANIZATION	
c. ADDRESS (*Include Zip Code*)	d. TELEPHONE (*Include Area Code*) (1) Commercial: (2) DSN: (*If Applicable*)	7. DATE SUBMITTED (*YYMMDD*)

8. PREPARING ACTIVITY

a. NAME	b. TELEPHONE NUMBER (*Include Area Code*)
COMMANDER NAVAL AIR WARFARE CENTER AIRCRAFT DIVISION	(1) Commercial (908) 323-7488 (2) DSN 624-7488
c. ADDRESS (*Include Zip Code*) CODE 414100B120-3 HIGHWAY 547 LAKEHURST, NJ 08733-5100	IF YOU DO NOT RECEIVE A REPLY WITHIN 45 DAYS, CONTACT: Defense Quality and Standardization Office, 5203 Leesburg Pike, Suite 1403, Falls Church, VA 22041-3466 Telephone (703) 756-2340 DSN 289-2340

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.

Source: https://assist.dla.mil -- Downloaded: 2016-12-05T13:46Z
Check the source to verify that this is the current version before use.