DATA ITEM DESCRIPTION

FORM APPROVED
OMB NO. 0704-0188

1. TITLE	2. IDENTIFICATION NUMBER
Comprehensive Engine Management System (CEMS) Reporting	DI-MGMT-81324

3. DESCRIPTION/PURPOSE

3.1 CEMS reporting is used by the government to maintain a complete and accurate worldwide inventory of Air Force engines and modules. The CEMS reporting data consists of aircraft engine and maintenance status information.

4. APPROVAL DATE	5. OFFICE OF PRIMARY RESPONSIBILITY (OPR)	6a. DTIC APPLICABLE	6b. GIDEP APPLICABLE
930317	F/AFMC-XRC		

7. APPLICATION/INTERRELATIONSHIP

7.1 This Data Item Description (DID) contains the format and content preparation instructions for the data product generated by the specific and discrete task requirement as delineated in the contract.

7.2 This DID is applicable when contractors report engine and module status or other parts life and status tracking data to the CEMS.

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6. APPROVAL LIMITATION	9a. APPLICABLE FORMS	9b. AMSC NUMBER
	AF Form 1534	F6904

10. PREPARATION INSTRUCTIONS

10.1. Reference documents. The applicable issue of the documents cited herein, including their approval dates and dates of any applicable amendments, notices, and revisions, shall be as specified in the contract. Definitions and/or descriptions of the various data codes authorized for entry in the specified blocks of the Air Force Form 1534 are contained in Technical Order 00-25-254-1.

10.2 Format. Contractor format is acceptable for electronic reporting. Manually prepared data shall be in the format outlined on AF Form 1534.

a. Block 1 - Report control symbol (RCS). The RCS is HAF-LEY(AR) 3215.

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11. DISTRIBUTION STATEMENT

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

Block 7, Application/Interrelationship (Continued)

7.3 Publications referenced below may be obtained from Oklahoma City Air Logistics Center/TILD, Tinker AFB, OK 73145-5000.

7.4 This DID supersedes DI-L-3351A.

Block 10, Preparation Instructions (Continued)

b. Block 2 - Subsystem identifier. Indicate an "S" for status reporting or "C" for configuration reporting.

c. Block 3 - CII designation. The configured item identifier (CII) of the item being reported.

d. Block 4 - Serial number. The item serial number.

e. Block 5 - Occurrence date/hour. The julian date and time the status change or event being reported occurred.

f. Block 6 - Stock record account number (SRAN). The SRAN number assigned to the reporting activity.

g. Block 7 - Command. The applicable major command (MAJCOM) and subcommand codes or contractor command code for the reporting activity.

h. Block 8 - Organization code. Not applicable for contractor reporting.

i. Block 9 - Engine ownership account. The one position engine ownership account code.

j. Block 10 - Engine type report. The engine type report code.

k. Block 11 - Part number. The part number is found on the data plate.

l. Block 12 - Transaction code. The transaction code, selected from the codes contained in this block of the AF 1534, which describes the action being reported.

m. Block 13 - Condition code. The condition code, selected from the codes contained in this block of the AF 1534, which describes the condition code applicable to the item being reported.

n. Block 14 - To/from command/SRAN. The shipped to/from command and the SRAN number. This block is blank for reports of transfer to or from classified projects.

o. Block 15 - Type of shipping device. The applicable four (4) position shipping device code selected from the codes contained in TO. 00-85-20.

Block 10, Preparation Instructions (Continued)

p. Block 16 - Sequence control number. The sequential control number assigned to each report prepared.

q. Block 17 - Engine related how malfunction (HOW MAL) code. The appropriate engine related HOW MAL code. This entry is not applicable to missile engines.

r. Block 18 - Reason for return to overhaul code. The appropriate reason for return to overhaul code.

s. Block 19 - Reparable engine serial number. The serial number of the reparable engine being replaced by the serviceable shipment.

t. Block 20 - Primary/secondary HOW MAL. The HOW MAL code for a module removed from an uninstalled engine.

u. Block 21 - Security assistance program (SAP) number. On "K" reports for engines gained to or from a SAP country, the SAP identification number.

v. Block 22 - Document number/national stock number (NSN).

(1) The debit or credit number from the document covering gain and loss transactions.

(2) A local document number is optional for transaction codes "F", "N", and "P" for on-SRAN transfers of engines/modules.

(3) For uninstalled reimbursable account transfer ("K" type report) to a non-Air Force account (SAP, Navy, Army, Federal Aviation Agency (FAA), etc.), the requesting activity's requisition number provided by the prime engine manager.

(4) The NSN, dashes omitted, for establishing and updating a cannibalization record for the item cannibalized ("2L" transaction code).

w. Block 23 - Engine flying time. Normally obtained from the AFTO Form 781J, Aerospace Vehicle - Engine Flight Document or the AFTO Form 95, Significant Historical Data.

x. Block 24 - Cycle sortie count. Normally obtained from the AFTO Form 781J, Aerospace Vehicle Flight Document or the AFTO Form 95, Significant Historical Data.

y. Block 25 - Error sequence number. The sequence number from the transaction for which an error correction is being submitted.

z. Block 26. Type, model, series, modification (TMSM). The TMSM of the engine being reported.

Block 10, Preparation Instructions (Continued)

aa. Block 27 - Next higher assembly (NHA) designator. The NHA designation of the item upon which the reported item is being installed.

bb. Block 28 - NHA serial number. The serial number of the NHA upon which the reported item is being installed.

cc. Block 29 - Position no. The digit indicates the position in which the engine is installed in the aircraft.

dd. Block 30 - Remarks. "AF 1557" is entered if additional forms for engine recorder device reports are attached.