(2) CPC inhibitors can be applied by unit-level personnel and are encouraged as a minimum measure to prevent the effects of corrosion.

(a) Only the use of approved CPC products is authorized.

(b) The USAMC, ARL is the approval authority for these products.

Chapter 8
Depot Maintenance

8–1. General

a. This chapter provides policy and responsibilities governing the planning, programming, budgeting, and execution of depot maintenance.

b. The purpose of the DMCB is to provide direction and guidance for depot maintenance programs. This responsibility includes determination of depot maintenance programs, oversight of the work-loading of organic depots, and oversight of the execution of the depot maintenance program. Included in the responsibility for oversight of the execution is ensuring compliance with Section 2466, Title 10, United States Code (10 USC 2466) ("50/50 Law"), and oversight of 10 USC 2464 ("Core Requirements").

c. The term *depot-level maintenance* consists of material maintenance or repair requiring the overhaul, upgrading, or rebuilding of parts, assemblies, or subassemblies and the testing and reclamation of equipment as necessary, regardless of source of funds for the maintenance or repair or the location at which the maintenance or repair is performed. The term includes:

(1) All aspects of software maintenance classified by DOD as of 1 July 1995 as depot-level maintenance and repair.

(2) Interim contractor support or contractor logistics support (or any similar contractor support), to the extent that such support is for the performance of services described in the preceding sentence.

d. In accordance with 10 USC 2460, depot maintenance does not include the procurement of major modifications or upgrades of weapon systems that are designed to improve system performance. A major upgrade program covered by this exception could continue to be performed by private- or public-sector activities. The term also does not include the procurement of parts for safety modifications. However, the term does include the installation effort for the excluded modifications and upgrades mentioned above.

e. Depot maintenance is characterized by the following two standards of maintenance:

(1) Overhaul is the national maintenance standard for all items repaired and returned to stock and is defined as maintenance that restores equipment or components to a completely serviceable condition with a measurable (expected) life. This process involves inspection and diagnosis according to the DMWR or a similar technical direction that identifies all components exhibiting wear and directs the replacement or adjustment of those items to applicable equipment specifications.

(2) Rebuild is a near zero time/zero mile maintenance process that is defined as an end item total tear down and replacement of all expendable components, all aged components, reconditioning of structural components, and the procedures identified for overhaul of the end item. Recapitalization of an item includes rebuild and should restore the item to a standard configuration installing all outstanding MWOs/engineering change proposals in the process and allow for technology insertion.

f. Depot maintenance also includes—

(1) Provision of stocks of serviceable equipment by using more-extensive facilities for repair than are available in lower-level maintenance activities. A DMWR or statement of work is required as guidance for the repair, overhaul, and rebuild processes.

(2) Technical support that exceeds the capability of DS, GS, and AVIM maintenance units as required.

(3) Manufacturing of end items and parts not provided by or stocked in the wholesale supply system.

(4) Special inspections and modifications of equipment requiring extensive disassembly or elaborate test equipment. These are performed, when practical, as part of cyclic overhaul or special depot maintenance programs.

(5) Nondestructive testing to determine the acceptability of removed used parts.

(6) Installation of all outstanding MWOs and minor alterations directed by the materiel proponent.

(7) PPSS, which is the sustainment of the operational software embedded in weapon systems after closure or the production line.

(8) Depot repair and return programs. See paragraph 8–6 for details.

g. Depot maintenance support programs will be planned, programmed, and executed to sustain weapon/support systems and secondary item inventory in a state of operational readiness. It is essential that the capability for overhaul of all items coded for depot-level repair be available at time of weapon system FUED.

h. Depot maintenance will be performed by selected TDA industrial activities operated by the Army, other military Services or government agencies, or by private-sector firms.

i. Determination of the need for FRA to provide depot-level maintenance on select items that directly impact materiel readiness of critical systems/equipment will be given priority during the depot maintenance planning phase. As part of the planning effort, consideration will be given to the need of the FRA to consolidate and control contractor(s) providing depot-level support to user-level operations. Depot planning will also consider this resource in developing contingency depot support for DA-directed deployments.

j. Overseas depot maintenance will be performed: when directed by the NMM, depot maintenance will be performed within the theater of operations to achieve the readiness or sustainability goals of deployed forces or when more cost-effective. When evaluating cost-effectiveness, consider repair cycle float, spare parts, facilities, transportation, plant equipment, test equipment, personnel, supply pipeline costs, and the impact on the CONUS base, including mobilization/surge capability.

k. Overseas depot maintenance will include the cost accounting and production reporting provisions of DFAS–IN Regulation 37-100.

l. An overseas FRA may be established by USAMC when it has been determined, in coordination with the appropriate theater commander, that in-country, forward depot support by depot personnel or contractor logistic support operations is needed to sustain mission critical systems or components.

8–2. Depot maintenance core capability

a. Core is the capability maintained within DOD organic depots to meet readiness and sustainability requirements of the Army weapon systems that support the Joint Chiefs of Staff (JCS) contingency scenario(s). The MATDEV must develop the capability to repair new weapon systems identified as requiring core logistics capability at GOGO facilities within 4 years after achieving initial operational capability. Core depot maintenance capabilities will comprise only the minimum facilities, equipment, and skilled personnel necessary to ensure a ready and controlled source of required technical competence.

b. Core logistics workload required for maintenance of core logistics capabilities must be performed at GOGO facilities of a military department. Performance of core logistics workload will not be contracted out to nongovernment personnel.

c. Weapon systems, equipment, or components designated as mission essential, but not needed to sustain core capability, may be maintained in the private sector if the required capability can be provided with acceptable risk, reliability, and efficiency.

d. USAMC will use the DOD standard methodology (see app F) to determine required depot maintenance core capabilities and the workload needed to sustain these capabilities on a biennial basis.

e. Core capabilities and the workload required to support these capabilities will be reviewed every 2 years or more frequently, as required.

f. Per AR 70–1, the core analysis and accompanying risk analysis will be presented at the milestone B ASARC or equivalent review for ACAT II and below programs and documented in the milestone B ADM.

8–3. Inter-Service depot maintenance support

a. The joint depot maintenance program is applicable to all acquisition and logistic support activities planning, requiring, or providing depot maintenance support. The primary objective of this program is to achieve increased effectiveness through use of the combined service depot maintenance resources. This reduces redundant capabilities while sustaining essential mission support needs. Depot maintenance inter-Service support will be used and provided to the maximum extent possible.

b. Army commands, activities, and organizations will seek mutually beneficial support arrangements with other Army organizations and with other Services/agencies when feasible and not detrimental to mission and military requirements.

c. Army commands, activities, and organizations will provide support to other Services/agencies to the extent possible within given capabilities, and when not detrimental to the mission and military requirements, upon request.

d. A joint depot MSP will be developed by the MSCs for all cases where the same supportable materiel system is being procured for use, or being used, by two or more military Services. The joint depot MSP will be submitted to HQ USAMC for approval before implementation. Each plan will—

(1) Include an assessment of existing depot maintenance capabilities of the military Services involved.

(2) Indicate the basic considerations for inter-Service support and how the proposed depot maintenance assignments make maximum use of existing DOD capabilities and reduce to a minimum the need for new investment in additional resources.

(3) Indicate the planned distribution of depot maintenance workloads between Army, other DOD, and commercial sources over the expected life of the materiel system.

8–4. Depot maintenance SOR selection

a. The weapon system PM/PEO and the MSC will adhere to current U.S. public laws, DOD directives, and Army policies in determining a depot maintenance SOR. Planning for depot maintenance source of repair should commence

at milestone I. In accordance with DODD 4151.18, a logical decision process will be used to assign the depot maintenance SOR to either an organic Army, inter-Service, or contract source. This process must address legislative and DOD policy requirements such as core depot maintenance, the 50 percent maximum limit on contracted depot maintenance workload, and competition for reassignment of workload valued at $3 million or greater.

b. To the extent legislation and policy permit, workload determined not to be needed to sustain depot maintenance core capability will be evaluated to determine whether such workload is appropriate for contracting, including contracting under full and open competition, where appropriate. The best-value (the most cost-effective alternative) depot maintenance support will be established from among inter-Service, intra-Service, and contract sources. In the case of systems and equipment used by more than one military Service or DOD agency, workload must be consolidated into a single common or joint Service contract consistent with the readiness requirements of the Army.

c. All new depot maintenance workload and planned changes of performance location for existing workload will be subject to a joint Service review and SOR assignment to a specific depot facility in accordance with the provisions of the joint depot maintenance program.

d. The PM/PEO will, in conjunction with the MSC inter-Service support office, identify the requirement for the depot maintenance assignment. USAMC, as the executive agent for depot maintenance, will take action to initiate the appropriate joint Service review. USAMC will track the joint Service review to completion and will ensure all necessary inter-Service coordination actions are properly executed.

e. Upon completion of the joint Service review and release of the joint Service decision, USAMC will notify the appropriate PM/PEO and MSC inter-Service support office of the implementation actions necessary.

f. Each PM/PEO will ensure that the decision analysis, including depot core, risk, and best value analysis, supporting the SOR decision is performed and documented in the milestone ASARC ADM. The results will be presented/reviewed at the milestone II ASARC. Documentation should be updated, as appropriate, throughout the life cycle of the system.

8–5. Contracting with commercial sources

The negotiating, awarding, funding, and managing of national maintenance contracts are normally the responsibility of USAMC. Included are mandatory (proprietary) type contracts and contracts for workload beyond the core workloads required in organic depots. However, a depot is permitted to negotiate, award, and administer a maintenance contract in those instances where the services of a contractor are needed to support the completion of an authorized in-house job order. This local support will not exceed 20 percent of the total dollar value of the order.

8–6. Reimbursable programs

A depot repair and return program is a process whereby an item of equipment is forwarded to a depot, FRA, or contract facility for repair and the same/like item is returned to the forwarding activity. An MOA will be established between the customer and the depot. The rate charged to the customer will be a burdened rate to include all local installation overhead and the applicable AWCF surcharge. Depot maintenance of USAR materiel will be provided by MOU/MOA with OCAR.

8–7. Post production software support

a. Life cycle software support (LCSS) embraces all software-related activities for a weapon systems embedded operational software. PPSS is a subset of LCSS that begins with the completion of the weapon system hardware production.

b. Planning and programming for PPSS begins prior to milestone I of the weapon system. PPSS execution begins during the first fiscal year after the hardware production of the weapon system is completed.

c. The MATDEV is responsible for all software support and PPBES activities until the weapon system hardware production is complete. The MATDEV will not transition responsibility to the supporting Life Cycle Software Engineering Center (LCSEC) until the first full fiscal year after the hardware production lines closes. Transition will not occur prior to the completion of fielding of the software for those weapon systems whose software development is not tied to a specific hardware production line.

d. When it is appropriate to transition software support PPBES responsibility from the MATDEV to the LCSEC prior to the end of the weapon system hardware production (to include block upgrades), the MATDEV, in coordination with the LCSEC, will obtain ODCS, G–4 and ASA(ALT) approval and document the approved transition date.

8–8. Acceptance criteria

a. A quality assurance and reliability management program will be established and maintained by each U.S. Army depot for its depot maintenance activities.

b. U.S. Army depots will—

(1) Ensure quality requirements are developed and documented early in the life cycle of the weapon system.

(2) Establish cost-effective quality assurance procedures that assure product quality and reliability in maintenance shops.

(3) Provide a capability for independent and objective assessment of the quality and reliability of depot maintenance output.

(4) Ensure that only depot maintenance output that meets quality and reliability standards is distributed.

c. Output that fails to meet these standards will be scrapped, reworked, repaired, or otherwise disposed of, as appropriate.

8–9. Planning, programming, budgeting, and execution of depot maintenance workload

a. Planning.

(1) A flexible depot maintenance base capable of expansion to react to emergency military needs will be established and sustained. Depot maintenance support will be planned and completed by the combined use of government and commercial sources.

(2) An organic depot maintenance capability (including trained personnel) will be established and sustained on the basis of workloads generated by those weapon systems and materiel that are essential to completion of the Army's primary roles and missions. This capability will be sized to workload as forecasted in the Army Workload and Performance System, will maintain surge capacity, and will sustain the reconstitution capabilities. These capabilities include initial surges of 180 days mobilization, emergencies, and maintenance support to commands with mission essential materiel. DOD 4151.18–H will be used to determine the capacity of depot-level activities.

(3) Workload will be based on expected returns and demands as well as validated performance standards. Where such standards have not been developed or are not available, historical performance data will be used. Where neither performance standards nor historical performance data are available, engineering projections developed during maintenance support planning will be used. Workload standards will be adjusted based on changes in any capacity or as production data matures.

(4) Resource planning for depot maintenance manpower, floor space, and plant equipment should provide for the efficient accomplishment of all depot materiel maintenance programs.

b. Programming and budgeting.

(1) Requirements determination will be based on information from the Army Long Range Development Plan, Army acquisition objective, initial issue quantity, equipment modernization and fielding plans, demand history, field operating costs, readiness factors, and other appropriate sources. Force structure, operating tempo, flying hours, equipment retirements and phase-outs, and prior program and budget guidance and decisions should also be considered. Items that are scheduled to be removed from the inventory within 2 years will not normally be considered for overhaul. Modification efforts requiring depot maintenance prior to application of the modification/conversion kit will be programmed in conjunction with existing overhaul and repair schedules.

(2) Prioritization of depot maintenance end-item requirements, including PPSS, will be in accordance with the latest ODCS, G–3 prioritization guidance. To obtain a copy, requests should be forwarded to Deputy Chief of Staff, G–3, ATTN: DAMO–FDR, 400 Army Pentagon, Washington DC, 20310–0400. Repair of secondary items will be given highest priority.

(3) All customers of depot maintenance, regardless of source of funds, appropriation, or source of repair, will program requirements for the current year, one budget year, and five out-years for the POM submission. For programming and funding purposes, requirements must be submitted into the Depot Maintenance Operations Planning System (DMOPS) during the first POM after the initial requirement is identified by the customer, but no later than the last POM window prior to the required year of execution. For example, a depot maintenance customer determines in first quarter fiscal year (FY) 01 that there is a projected requirement in FY 05 for depot maintenance of a specific end item. The requirement should be submitted into DMOPS during the FY 03–07 POM (in FY 01) but no later than the FY 05–09 POM update (in FY 03). For execution of requirements, the customer should plan to identify the requirement to the appropriate commodity command not later than the end of the first quarter in the year of execution.

(4) Depot maintenance requirements and their respective funding will be regularly updated to maintain balance between workload programs and approved depot maintenance resources.

(5) Automated management information systems will be used to the maximum extent feasible so that the determination and distribution of workloads may be completed in an effective and timely manner and to efficiently manage program execution.

c. PPSS programming and budgeting.

(1) For planning and programming purposes, a system will not transition into the PPSS phase of its life cycle until the first full fiscal year after the weapon system hardware production is complete. For those weapon systems whose software development is not tied to a specific hardware production line, transition will not occur prior to the completion of fielding of the software.

(2) The MATDEV will plan, program, budget, and execute all mission critical computer resources (MCCR) weapon system software support requirements until the transition of PPBES responsibilities from the MATDEV to the designated LCSEC is completed. The MATDEV and LCSEC will plan and coordinate PPSS with appropriate matrix support elements in order to synchronize the support needed for PPSS. Once the transition is complete, the LCSEC will assume all PPBES responsibilities for the PPSS of the weapon system.

(3) Procurement and/or research, development, test, and evaluation funds will be used for all software support requirements until the weapon system hardware production is completed or in support of significant modifications. OMA funds will be used for software support after the weapon system hardware production is complete. OMA dollars will be planned and programmed by the MATDEV in coordination with the LCSEC through the POM until the first fiscal year OMA funds are used. The MATDEV will use the system Management Decision Packages (MDEPs) to program and budget all software support prior to transition into PPSS. After that, the LCSEC will plan, program, budget, and execute PPSS requirements.

(4) Total system program funding (such as hardware and software) will be balanced to attain maximum battlefield functionality. The MATDEV MSC and LCSEC will jointly review the system's programmed requirements and funding across all appropriations and ensure the funding profile is sufficient and in compliance with HQDA financial policy to maintain visibility of both PPSS and system hardware requirements and funding.

(5) PPSS requirements will be defined as the level of effort necessary to retain the minimum essential capabilities of the system fielded (this means do no more than keep the system that was fielded operational), correct operational defects, and maintain minimum battlefield functionality. Include funding for retention of a software engineering capability.

(6) LCSEC core costs are not to be distributed as part of the system PPSS cost.

(7) COTS software may become a PPSS funding consideration only if the weapon system uses commercial computer hardware or software that has been modified, the software is embedded and cannot be vendor updated, or the software has a life cycle of greater than 5 years.

d. Execution of depot-level workload. No more than 50 percent of the funds made available for each fiscal year will be applied to contract repair programs. All Army MACOMs will report the funding executed to accomplish depot activities regardless of source of funds or the location where the maintenance is performed. This report will be submitted to HQDA (DALO–SMM) on a quarterly basis 30 days after the close of the quarter. (RCS exempt: AR 335–15, para 5–2*b*(1).)

(1) Depot maintenance carryover is that portion of the maintenance program that is not completed during the year of obligation and, therefore, carried into the subsequent FY for completion. It must be executable for all customer and work processing codes.

(2) Carryover is inherent in any production or manufacturing process and is required to provide production stability and continuity during the transition between fiscal years.

(3) To ensure that the depot maintenance carryover is at an acceptable level, no more than 3 months (expressed in dollars) of organic depot maintenance will be carried over into the next execution year.

(4) The 3-month carryover will be calculated based on the total direct Army operations and maintenance and the AWCF business area programs in accordance with the FMR. Specifically excluded from the carryover calculation are inter- and intra-Defense Working Capital Fund (DWCF) orders (excluding supply), FMS, base realignment and closure, non-DOD orders, and direct contractual obligations placed on contract by a depot.

8–10. Mobilization planning

a. Requirements identified specifically for mobilization, surge, or reconstitution purposes will be separately identified to prevent mixing of mobilization requirements with normal maintenance requirements.

b. Maintenance mobilization workload requirements include cyclic/normal overhaul/rebuild, battle/crash damage overhaul/rebuild, activation of items taken from long-term storage, modifications, fabrication/manufacture, reclamation/disassembly, and maintenance assistance (support for deployed and deploying units).

c. A depot maintenance mobilization plan (DMMP) will be developed and include major and secondary items, ARNG and USAR requirements, inter-Service and interdepartmental orders, and essential contracts.

d. Depot maintenance mobilization secondary items requirements will be forecast per the mobilization schedule.

e. The principal for the agent's commitment at the time of the initial depot maintenance inter-Service support agreement (DMISA) will project inter-Service maintenance mobilization requirements. Negotiated DMISAs will remain in effect after the date of mobilization.

f. Mobilization requirements to support allies will consist of continuation of agreements in effect on date of mobilization. Unless more-specific information is available for a particular program, depot maintenance workloads generated through international logistics for those engaged or mobilized countries will increase at the same rate as a comparable U.S. Army item during a period of mobilization.

g. Closed loop support procedures (see AR 710–1) will be implemented for critical items for which production cannot satisfy mobilization demands. Closed loop support programs will be identified with the appropriate management interest item code (MIIC).

h. Repair/overhaul MEL limits will be relaxed or eliminated.

i. Plans will be reviewed at least every 2 years in conjunction with the core computation process.

j. DMMPs will include—

(1) Depot maintenance mobilization requirements for materiel that is not the responsibility of USAMC but is accomplished in CONUS depots.

(2) Requirements in terms of man-hours, skills, and support equipment required by deploying and deployed units. USAMC will coordinate with FORSCOM in identifying these requirements.

(3) Requirements in terms of man-hours, skills, and support equipment required for reconstitution of equipment based on increased operational tempo (OPTEMPO), equipment availability data, and the defense program guidance (DPG).

(4) A depot maintenance mobilization workload (DMMW) distribution plan developed using mathematical modeling techniques. The techniques used should provide for a gradual post-mobilization build-up from peacetime to full capacity within 6 months after mobilization. This technique will incorporate the requirements to reconstitute force structure capabilities at the end of conflicts based on time frames identified in the DPG.

(5) Identification of DMMWs in excess of organic capacity (see AR 700–90): DMMW will be initially assessed against core capability and capacity. If DMMW is less than core capability, core will be reassessed using approved methodology. DMMW in excess of organic capacity and beyond the capability of all depots will be assigned to an alternate source.

8–11. Depot maintenance plant equipment

a. DMPE requirements will be identified in the DMSP for all new equipment entering the Army inventory that will require depot-level repair in DOD depots. DMPE may consist of items on-hand not requiring modification, on-hand requiring modification or adapters, and new equipment.

b. MATDEVs will ensure that required DMPE capability is developed/procured for new weapon systems to coincide with the generation of the first reparable assets.

c. USAMC is responsible for coordination to assure DMPE is available at the depot maintenance activity to support assigned depot maintenance programs. The programs will be based on requirements developed during programming and budget cycles.

d. An annual commitment for DMPE will be established against the Army Working Capital Fund and programmed DMPE projects.

e. Depot manuals will be acquired/prepared for DMPE. Maximum use will be made of COTS manuals as prescribed by AR 25–30.

8–12. Training

a. USAMC will provide maximum support to the ARNG and the USAR training at USAMC installations/activities at minimum cost to RC units. Identifiable incremental costs for installation support furnished to the RC in support of active duty for training or IDT are reimbursable per AR 37–49. Incremental costs are only those costs that would not have been incurred had the unit not been supported.

b. Depot/depot activities will—

(1) Provide advice and technical assistance in support of the premobilization training of assigned RC units to improve their training level, overall readiness, and mission capability. RC units may also be in an affiliation status with their depot/activity.

(2) Participate in the AT scheduling process for RC units and be given priority for training dates at all USAMC installations.

(3) Coordinate required training assistance and support with the USAR and NGB.

c. RC units will—

(1) Develop plans for accomplishing designated depot and unit mission tasks.

(2) Train at designated USAMC installations a minimum of 1 year out of each 3 while assigned to USAMC depot.

(3) Periodically exercise plans developed for employment when the unit conducts training at the depot/depot activity it will augment upon mobilization.

d. USAMC will allocate not more than 10 percent of its potentially contractual cargo/equipment movements as training opportunities for Reserve/Active Component transportation and related troop units. Hazardous cargo movements will also be included as RC training opportunities.

8–13. The aviation depot maintenance round-out units

a. There are four AVCRADs and one mobilization AVCRAD control element (MACE). During premobilization, AVCRADs perform intermediate and selected depot-level maintenance as approved by appropriate authority. During mobilization, they provide USAMC with an employable mobilization surge workload capability for depot-level classification and repair of aviation materiel. The aviation depot maintenance round-out units (ADMRUs) consist of teams from the MACE and AVCRADs integrated into composite deployable units.

b. When mobilized, USAMC may direct that the AVCRADs perform surge workload at home station. USAMC may direct the AVCRADs in whole or in part to augment CONUS depots or to send teams to support mobilization and deployment of aviation units from CONUS installations. USAMC may also mobilize the aviation depot maintenance round-out units (ADMRUs) and deploy it to augment AMC forward commands in the area of operations. The field support centers will provide a warm base for the deploying ADMRU.

c. MACE and AVCRAD units remain under the command of their respective State adjutant generals during premobilization. Upon mobilization, the MACE and AVCRADs are assigned to USAMC to perform sustainment maintenance. The U.S. Army Aviation and Missile Command (USAMCOM) assumes command and control of the mobilized units or teams when the unit or team arrives on-site (for example, CONUS depot). If the DSMRU deploys in whole or part, the USAMC forward command assumes operational control when the unit arrives in theater.

d. USAMCOM will—

(1) Establish formal mobilization planning, work loading, programming, and training guidance to include unit mission, mobilization station, and related subordinate command responsibilities; premobilization training; and evaluation and training exercise participation.

(2) Establish training criteria for and evaluate the training of the MACE and AVCRADs. Periodic evaluations will be designed to measure mobilization readiness in aviation logistics support, mobilization planning system, operations, training, safety, and administration as a minimum. Coordination of evaluation schedules with the respective State adjutant generals will be accomplished before each fiscal year.

(3) Establish mobilization-training objectives based on wartime missions/workloads.

(4) Provide guidance and assistance to MACE and AVCRADs in implementing the Army training management system.

(5) Provide management guidance necessary to enhance MACE and AVCRAD mobilization readiness through training together with the Chief, NGB.

(6) Provide necessary resources for peculiar training requirements as funds are available and identify and assist in securing resources not available in peacetime channels but required for special depot-level training to meet mobilization requirements.

(7) Provide necessary equipment and subject matter experts as required and as funds are available.

(8) Provide highly qualified aircraft maintenance personnel to AVCRADs, on request, to perform on-site training and assistance.

e. The MACE and AVCRADs will be prepared to deploy the ADMRU within 3 days of mobilization. The MACE and AVCRADs will also be prepared to augment CONUS depots within 3 days of mobilization.

(1) From the day of mobilization to M+90, the remainder of the CONUS AVCRADs clears in-house workload and provides depot assistance to the deploying FORSCOM forces.

(2) At M+91 day and until termination of mobilization, the CONUS AVCRADs perform the assigned USAMC mobilization workload in support of the wholesale aviation pipeline.

8–14. USAMC forward commands

a. USAMC has established forward commands in theater. They are AMC–CONUS, AMC–Far East, and AMC–Europe. During operations, USAMC will augment the forward commands with a combination of military, DA civilian, and contractor personnel. The mission of the augmented command is to enhance unit readiness by bringing U.S.-based technical capabilities and resources to the battlefield. USAMC can tailor the command to fit the situation. Standard missions include logistics assistance, sustainment maintenance, oil analysis, calibration of equipment, ammunition surveillance, release of Army prepostioned stocks, materiel fielding, and technology insertion. The USAMC forward commands work in coordination and cooperation with the DLA contingency support team.

b. USAMC also manages the Logistics Civil Augmentation Program (LOGCAP) and maintains the LOGCAP support contract. The contract is written for peacetime planning and contingency operations. The support contract has the capability for a wide range of engineering, construction, and logistics services, including maintenance.

8–15. Reclamation at the wholesale level

a. AR 710–1 contains the policy and procedures for controlling the reclamation of Army-managed equipment at the wholesale level. Reclamation is the process of removing required serviceable and economically repairable components from potential DOD excess or surplus property. These parts are returned to the proper supply activity for future requirements. Residue is processed as disposable property.

b. The commander of each NICP will establish and fund controlled reclamation programs.

(1) Depots with maintenance missions and/or contractor reclaiming sites will perform the task of dismantling end items to obtain component parts.

(2) Depot reclamation procurement request order numbers (PRONs) will be classified as priority or routine. Priority reclamation PRONs (issue priority designators 01–08, used to meet priority requirements) will take precedence over a maintenance program with an equal or lower priority. Routine reclamation orders will be scheduled according to assigned priorities of depot workload.

c. Materiel managers at the NICPs will prepare save lists, with appropriate narrative, for items to be recovered and will forward the lists to the recovery program control officer (RPCO) at the depot performing the recovery operation. Repairable recovered items may be exempted from MEL control if required for high priority programs and there is no practical alternative source of supply. Exemption will be noted on the save list.

d. Depot commanders will designate an RPCO responsible for the coordination of all reclamation programs with NICPs and within the depot and the resolution of any problems. The RPCO will—

(1) Establish and maintain the current status and a suspense file on all reclamation programs.

(2) Ensure that sufficient quantities of the major items/assemblies are on hand.

(3) Close out the reclamation programs only after supply has verified that the receipt action is complete.

e. Only the cost of the reclamation actions will be charged against the reclamation maintenance PRON.

f. Quality assurance procedures will be instituted to—

(1) Inspect and classify removed components as serviceable, unserviceable repairable, or noneconomically repairable.

(2) List missing assemblies/components or shortages from major items in the recovery operation other than those identified as recovered.

(3) Inspect and reclassify the major item on which reclamation was performed.

8–16. Repair parts support

a. U.S. Army depots are authorized to requisition and store spares, repair parts, and consumable items to support valid funded maintenance programs and fabrication requirements.

b. To determine the repair parts necessary to support the maintenance of programmed reparable assets, the MSC and depot will review the depot maintenance forecasted requirements for the fiscal year plus four out-years. Range and quantity of repair parts forecast will be determined through the parts explosion and special program requirements processes by the applicable MSC. For Army-managed items, procurement action will be initiated sufficiently in advance of the induction schedule and take in to account all ALT/PLT factors necessary to ensure successful completion of the overhaul requirement. For non-Army managed items, depot requisitions will be submitted in advance of the induction schedule and take into account all order-ship time and ALT/PLT factors necessary to ensure successful completion of the overhaul requirement. Procurement action will be initiated sufficiently in advance of the execution year and take into consideration all administrative procurement and production lead-time factors necessary to ensure successful completion of the overhaul requirement.

c. The materiel manager for the reparable asset will coordinate with other Army material managers, other Services, and DLA/GSA, as applicable, to determine repair part requirements to support the projected/planned maintenance program. Coordination will include forecasting, prepositioning, alteration, or changes necessary to ensure compliance with *b*, above. The item managers will perform similar coordination within their commands on items for which they manage to ensure repair parts readiness.

d. Managers will continually review materiel requirements to ensure that repair parts support is in consonance with induction schedules reported by the performing activity. If the item manager cannot obtain the required parts, the maintenance programmed quantity total will be reduced so that a lower priority materiel requirement may be work-loaded. A temporary shortage of critical maintenance repair parts, which can cause stoppage of a high priority depot program, may be alleviated by local procurement, depot manufacture, controlled exchange, or reclamation.

e. The MSC materiel manager will list, by NSN, those repair parts and components to be requisitioned for use in overhaul that are known from past experience to be in long supply or excess. These listed parts/components may not be repaired during overhaul without prior authorization of the MSC.

f. Stocks authorized for storage by the maintenance directorate are of two basic types: bench-stock and mission stock.

(1) *Bench stocks.* Bench stocks are low-cost, high-usage, common-usage, consumable items used by maintenance personnel at an unpredictable rate. Bench stocks include items such as common hardware, consumable tool parts (such as cutting blades and drill bits), electric/electronic piece parts, bulk materials (such as tubing, sheet metal, and wire), and repair kits composed of consumable materiel.

(a) Depot maintenance shops are authorized to stock up to 7 workdays of bench stock supplies in the work area.

(b) Bench stocks are stored at or near the work area to give repair personnel direct access to the supplies.

(c) Residual repair parts and components will be returned to the NICP and credit applied to the program upon production line completion unless a valid requirement currently exists or is programmed.

(2) *Mission stocks.* Mission stocks are those stocks based on parts explosion for the rebuild, overhaul, and repair programs. They are comprised of repair parts, spares, modification kits, and consumable items not qualified for bench stocks. Also included are materials used in fabrication to support either a maintenance program or a funded fabrication program (such as sheets, roll, and plate metals; wire; brackets; and so on).

(a) Mission stocks can be consumable or nonconsumable.

(b) Mission stocks are not normally stored in the work area, but are usually stored in a central maintenance storage location, such as an automated storage and retrieval system controlled by the Directorate for Maintenance.

(c) Items included in mission stocks must represent a valid requirement for the performance of a maintenance or fabrication requirement.

(d) A mission stock inventory record will be continuously maintained for all items in maintenance and fabrication mission stock.

(e) Mission stock will be requisitioned from the source of supply not more than 60 days in advance of anticipated depletion or requirement. If it is more economical to purchase and store a larger quantity of fabrication materials, the 60–day level may be exceeded. Availability of materiel remaining from previously completed fabrication orders will be determined before requisitions are placed.

(f) On a semiannual basis, a review will be made of all mission stock (repair parts, spares, and materials) on-hand. Any excess materiel will be returned to ISA, and future procurements will be adjusted accordingly.

(g) Prior to closing a depot maintenance program, the maintenance activity will transfer or turn in all associated remaining mission stock (repair parts, spares, and materials) on-hand. The excess material will either be turned in or transferred to a program with a valid funded program requirement to be initiated within 15 days, an ongoing depot maintenance program, or a fabrication program, provided the following conditions are met:

1. Gaining program is valid, open, and funded.

2. Transferred materiel is a valid requirement of the gaining program.

3. Cost of the transferred materiel is transitioned to the gaining program. However, fabrication materiel in less than quantity of issue and charged to a prior program will not be charged to the gaining program.

4. Materiel is not transferred to an overhead account.

5. Transferred materiel does not exceed the authorized mission stockage level for the gaining program.