

b. Make suitable provisions for the interchange of maintenance performance and management data between all parties to the agreement.

c. Contain provisions for review every 2 years to determine whether the agreement should be continued, modified, or terminated.

4-30. Transfer of resources

a. The transfer of resources (personnel, funds, and materiel) resulting from establishment, modification, or termination of local support agreements will be accomplished per existing Army and DOD procedures.

b. Army agencies will provide inter-Service support on a reimbursable basis. Nonreimbursement arrangements are authorized for service provided in combat areas.

Chapter 5 Commodity-Oriented Maintenance Policies

Section I Maintenance of Combat Vehicles

5-1. General

Combat vehicles will be selected as candidates for recapitalization and overhaul during peacetime under the CVE program. MACOMs will report combat vehicles requiring depot maintenance support to, and receive disposition instructions from, the appropriate commodity command. Selection of equipment for overhaul:

a. Combat vehicles reaching a mileage or hour interval prescribed by USAMC will be inspected by depot-level teams to identify vehicles requiring overhaul. Only the vehicles meeting the scoring criteria will be directed for return to a USAMC depot. A copy of the evaluation will accompany the vehicle when it is sent to an overhaul facility. Approved repair candidates will be scheduled and turned in to depot maintenance shops per the CVE program. (See para 4-6 for transfer/turn-in standards.)

b. Combat vehicles that do not yet reach the prescribed mileage or hour threshold but are considered to be overhaul candidates by the user MACOM may be nominated by the MACOM for evaluation by the teams.

c. Combat vehicles requiring extensive modernization or recapitalization in a depot facility may be inducted without benefit of the combat vehicle evaluation. These vehicles will be overhauled/rebuilt to a like-new condition in conjunction with the modernization or recapitalization depot maintenance work request (DMWR), National Maintenance Work Requirement (NMWR), or scope of work.

d. When a replacement item is not available and the depot cannot overhaul and return it to user, the MACOM commander can authorize units to continue using the item at a low priority/low usage rate until a replacement is available.

5-2. ARNG maintenance

a. All depot maintenance for ARNG end items (except aircraft) will be on an exchange or repair-and-return basis. The aircraft depot repair program will be scheduled on an exchange basis. States will coordinate directly with supporting area TMDE support teams (ATSTs) for calibration services and calibration repairs provided to the State under NGB-funded programs. Surface equipment that requires unscheduled or urgent depot repair will be reported to NGB-ARL-M for consideration on a case-by-case basis, and aircraft in that condition will be reported to NGB-AVN. Army surface equipment will be selected for depot repair under the following criteria:

(1) All major end items that are type-classified standard and meet condition requirements as determined by the commodity command concerned.

(2) All major end items type-classified standard in an unserviceable condition beyond the capability of GS maintenance.

(3) Major end items that have a record of frequent maintenance failure requiring extensive repairs and for which the recurring failures, if overhauled at a depot facility, would be cost-effective.

(4) Combat vehicles will be selected for depot repair on a condition basis (not on mileage) when TI by GS maintenance indicates that depot repair is in the best interest of economy and readiness.

(5) Towed and self-propelled artillery weapons, mortars, and recoilless rifles will be selected for depot repair per TMs.

b. Current year requirements:

(1) For current year requirements, NGB-ARL-M will provide the commodity commands with the DD Form 448 (Military Interdepartmental Purchase Request) for major end items and calibration services/repair support. Calibration services and red tag repair of TMDE will be funded by NGB and provided by the TMDE support group ATSTs to States within the team's area of responsibility. A schedule for depot work input will be provided to each State

concerned. The State will prepare a DA Form 2407/DA Form 5990-E/DA Form 2408-13-3 to the designated depot with necessary shipping documents. The State will retain ownership of the item during the entire repair-and-return process, or the item may be exchanged. Transportation costs of a major item to and from depots will be per AR 130-400.

(2) Reconditioning and repair of combat vehicle tracks and road wheels and related rubber products will be funded directly by NGB.

(3) For repairs and/or services for nonmajor items that are to be provided through the USAMC depot system, requests for secondary items and fuel tank recoating will be processed as follows: States requiring DS- or GS-level backup maintenance assistance will request such support from the commodity command having responsibility for the item.

Section II

Maintenance of Watercraft

5-3. General

a. Purpose. To establish policies that are specific to the maintenance of DA watercraft.

(1) The materiel maintenance system that supports Army watercraft is made up of diverse maintenance activities that share the common goal of creating and sustaining watercraft combat readiness.

(2) The four major functional responsibilities of the Army watercraft maintenance activities are—

(a) Sustaining materiel in an operational status.

(b) Restoring it to a serviceable condition.

(c) Updating or upgrading its functional usefulness through MWO, materiel change, and product improvement.

(d) Maintaining materiel to TM 10- and 20-series standards.

(3) The objective of Army watercraft maintenance is to ensure safe, seaworthy, reliable, and FMC watercraft. The primary focus of repair will be component exchange in the area of operation and component repair in the rear (theater, GS, and depot level). Watercraft units will follow the Army's standard of replace forward and repair in the rear.

b. Scope. This section applies to all Army watercraft and amphibians worldwide and all operators and support personnel of watercraft, up to depot level, including contractors.

(1) Army watercraft and amphibians are defined in AR 56-9 and TM 55-500.

(2) Tactical river crossing materiel or non-MTOE/TDA watercraft used by the U.S. Corps of Engineers in its civil works projects/activities (except those items of marine engineering materiel to be activated in the time of mobilization) are excluded from the requirements herein.

5-4. Maintenance policies

a. All watercraft maintenance units and activities will ensure compliance with this regulation. The NMP will ensure that depot-level operations (service and repair) are in full compliance with this regulation.

b. The NMP/NICP will establish and maintain watercraft configuration and logistics support management programs necessary to support watercraft throughout its lifecycle.

c. The NMP will provide a system, as shown below, for the performance of maintenance and/or repair actions on Army watercraft below depot level.

(1) Service and overhaul/repair of end items and other materiel designated by the equipment proponent via the MAC or other appropriate publications. When the MAC chart does not include subject fault, refer to FM 4-30.3 for guidance.

(2) Manage/provide data and status updates to using command, LOGSA (such as WOLF, TAMMS equipment database (TEDB), LIDB, or readiness integrated database (RIDB)) and execute the on condition cyclic maintenance (OCCM) program for Army watercraft. All status updates will be sent by an authorized and compatible STAMIS system.

(3) Emergency repairs:

(a) A qualified marine inspector or surveyor will perform a marine survey/technical condition inspection. The inspection will determine the scope of work required to return a watercraft to a serviceable condition (TM 10- and 20-series standard).

(b) When depot-level maintenance by MAC or beyond the capability of the using command is requested by evacuation work order, disposition instructions and funding guidance will be requested from the NMM/NICP through the normal STAMIS work order process. Depot-level maintenance will be accomplished on a case-by-case basis as directed by the NMM, as shown below.

(c) When emergency repairs dictate that a watercraft be dry-docked to accomplish the necessary repairs, it is usually considered depot-level maintenance based on the MAC level of the actual repair/service being performed. Regardless of MAC level of work performed while in dry dock, the depot level will perform dry-dock report for all dry-docking.

(d) When operational conditions dictate, the NMM may authorize lower-level maintenance activities to perform

emergency repairs beyond their authorized level of repair action. The quality assurance (QA) and STAMIS work order data responsibility will remain at the appropriate MAC level.

(e) Watercraft awaiting disposition instructions will be maintained in administrative storage.

(f) When engaged in sailing operations (underway/deployed away from home port) and maintenance problems occur where normal corrective action can not be completed, a vessel master is authorized to perform any level of maintenance required to maintain the watercraft in a seaworthy, safe, and operable condition. This decision will be made while considering the availability of resources at sea, the skill of the crew, and the impact the repairs will have on the basic seaworthiness and operability of the watercraft.

1. When the condition in *f*, above, exists, suitable repairs may be accomplished to correct the emergency. However, materiel so repaired must be inspected through the work order process by the MAC authority as soon as possible and determined properly repaired to TM 10- and 20-series standards before being returned to an operable condition. Configuration control will be maintained.

2. The NMM will provide maintenance instructions and assistance in the above cases upon request. This request will be followed up by the STAMIS evacuation work order process.

3. The above policy is also applicable to maintenance of electronic materiel installed onboard watercraft.

5-5. On condition cyclic maintenance (OCCM)

a. General. All Army watercraft will undergo OCCM per the intervals established in table 5-1. The intervals in table 5-1 are maximum time intervals. If more than 3 months deviation is anticipated, the using unit will request a waiver with justification through the appropriate MACOM commander to the NMP in accordance with paragraph 5-4 of this regulation. The equipment status reporting will follow standard Army Materiel Status System guidelines after the waiver period (90 days after the service due date) has expired. OCCM is the depot-level service that is performed to ensure compliance with international and national maritime regulatory guidance for minimum safety standards at sea. OCCM consists of a series of inspections and maintenance service actions that are designed to ensure that a watercraft's structure (internal and external), piping, main and auxiliary engines, electrical installations, lifesaving appliances, fire detecting and extinguishing equipment, pollution prevention equipment, and other equipment is maintained in a suitable, seaworthy, and safe condition.

b. Inspections. Marine condition surveys incident to the performance of OCCM will be accomplished per paragraph 5-4.

(1) One hundred eighty days prior to the scheduled OCCM cycle, a marine condition survey will be performed. This survey will provide the basis for written specifications by which OCCM is accomplished. This will be a dock-side inspection. When possible, the services of qualified divers will be used to ascertain the condition of the watercraft's hull and appendages below the deep load waterline.

(2) At the time of dry-docking, a dry-dock inspection will be performed to identify additional repair/maintenance requirements not observable at the time of the 180-day inspection (dockside).

(3) Scheduled surveys required by the United States Coast Guard (USCG) and the American Bureau of Shipping (ABS) for retention of "load line" certification will be accomplished per Title 46, Subchapter E, Code of Federal Regulations and TB 55-1900-201-45/1. When such inspections are required, the services of ABS will be employed.

(4) In addition to the 180-day marine condition survey, the NMP will also conduct an interim survey after 50 percent of the OCCM dry-docking interval has elapsed. Whenever possible, this survey will also include an underwater hull survey as defined by TB 55-1900-201-45/1.

c. Maintenance. The scope of work to be accomplished during OCCM will vary depending upon watercraft condition, resource limitations, class of vessel, and other factors. As a minimum, the following maintenance and repair actions will be accomplished during OCCM:

(1) Bottom cleaning and painting up to the deep-load waterline per TB 43-0144.

(2) All repairs below the deep-load waterline as identified during dry-dock inspection/underwater hull survey.

(3) Overhaul/replacement/renewal of all major components identified for overhaul at the depot level. The requirements will be determined through diagnostic testing, hours of operation, and inspection of internal components as directed by the NMP.

(4) All other maintenance and/or repairs identified by the marine/ship surveyor required to affect a permanent change in the watercraft's condition so as to ensure the following:

(a) Capability of operating in an unrestricted manner for the purposes intended.

(b) Capability of being maintained and operated per all applicable regulations, rules, laws, and policies.

(c) Sustainability of the inherent reliability and maintainability designed and manufactured into the equipment between repair cycles.

(d) Sustainability of acceptable rates of watercraft readiness between OCCM cycles.

(5) All minimum maritime safety inspections required by ABS; CFR 46-series ("Shipping"); and International Convention for Safety of Life at Sea, 1974 (SOLAS) to maintain the load-line documentation in a current status.

Table 5-1
On condition cyclic maintenance/drydocking intervals by class/type of watercraft

Class/type watercraft	OCCM interval
Class A	
BDL, DS 5002	36 months
LSV	36 months
FS, All	36 months (OCCM survey at 30 months)
LT, DS 3006	36 months
ST, DS 3004	36 months (interim survey at 18 months)
LCU All	36 months
Class B	
J Boat, DS 4003	36 months
T Boat, DS 2001	36 months
LCM8, All	36 months (OCCM survey at 30 months)
FB, All	36 months
ST, DS 320	36 months (interim survey at 18 months)
Class C-1	
ROWPU Barges	36 months
FMS, DS 7011	36 months
BRM, DS 7016/7010	36 months (OCCM survey at 30 months)
BD, 264B/413D	36 months
BG, DS 231B/231C	36 months (interim survey at 18 months)
Class C-2	
Stationary Training Platforms	48 months
BC, All	48 months
BCDK, ALL	48 months (OCCM survey at 42 months)
BK, All	48 months
BPL, All	48 months (interim survey at 24 months)
Wooden Hull Vessels	12 months
Q Boot, DS 4002	12 months (OCCM survey at 6 months) No interim survey required

5-6. Marine condition surveys

a. General. Marine condition surveys are TIs and written evaluations performed by qualified marine surveyors per TB 55-1900-201-45/1, CFR 46-series, ABS criteria, and SOLAS standards. The NMM is responsible for the policies and procedures applicable to the performance of marine condition surveys other than operator manual PMCS chart and the above-mentioned regulatory publications.

b. Inspector qualifications. Only experienced and qualified technical experts will perform marine condition surveys on Army watercraft. This requires the surveyor to be thoroughly familiar with, and capable of interpreting, written standards, Federal laws, rules, and regulations affecting watercraft inspection, common watercraft construction, maintenance, and repair procedures. The marine surveyor must also be capable of preparing written repair specifications and estimating repair costs (man-hour and materiel costs) for repairs required to return a watercraft to condition code “B” as defined by AR 725-50.

c. Responsibilities.

(1) The NMP is responsible for the performance of all marine condition surveys incident to the repair and/or overhaul of Army watercraft when the maintenance/repair action is to be accomplished at the depot level. This includes all marine condition surveys incident to the accomplishment of OCCM as defined by this regulation.

(2) Support maintenance organizations and activities at the retail level are responsible for performing marine condition surveys incident to the repair of Army watercraft at their level or evacuation by STAMIS work order to the next highest level.

(3) When qualified marine surveyors are not available at support facilities, assistance may be requested through normal channels to the NMM in accordance with paragraph 5-4c.

5-7. Maintenance reporting

Watercraft that are under the automated STAMIS system will be fully supported by depot level under the same system, ensuring compatibility of information and trend tracking. End user manuals for the applicable STAMIS will be the primary guidelines used. (See DA Pam 738-750.) All Army maintenance management system forms and records on watercraft, landing craft, and amphibians that are using the manual system will be completed according to DA Pam 738-750. Additional information can be found in TB 43-0002-26, TB 55-1900-201-45/1, TB 55-1900-205-24, and AR 56-9.

Section III

Maintenance of COMSEC Materiel

5-8. General

a. The maintenance of COMSEC materiel is greatly influenced by the security requirements concerning personnel, operations, and maintenance of COMSEC materiel. These requirements are contained in AR 380-series, AR 25-12, and DA Pam 738-750.

b. COMSEC materiel consists of—

(1) Publications and classified equipment that are managed within the COMSEC materiel control system.

(2) Publications and unclassified COMSEC equipment that are managed within the Army maintenance and supply systems.

c. The CG, USAMC is responsible for the wholesale logistic support of Army COMSEC materiel.

d. Commanders at all levels are responsible for the proper maintenance of COMSEC materiel under this regulation.

e. This section applies to—

(1) All elements of the active Army, ARNG, and USAR that maintain, inspect, or requisition COMSEC materiel.

(2) Contracting officers who administer Army contracts that require or authorize the issue of COMSEC materiel to a contractor.

5-9. Maintenance policies

a. TMDE used for maintenance of COMSEC materiel will be calibrated under AR 750-43, EM 0022, or specifications issued by the CG, USAMC.

b. Unit, DS, GS, and depot maintenance will be accomplished on COMSEC materiel under the concepts and policies set forth in chapter 3 of this regulation and in this section as modified by COMSEC directives and materiel publications.

c. General technical instructions for completion of maintenance operations and testing of COMSEC materiel are contained in NSA maintenance documents and in DA materiel publications. DA Pam 25-35 contains a listing of those publications that apply to COMSEC materiel and gives requisitioning instructions for NSA and DA publications.

d. The provisions of DOD 5220.22-R and Federal Acquisition Regulation that pertain to contract maintenance apply to COMSEC materiel. In addition, commanders and contracting officers will ensure that contractors meet all applicable criteria contained in this regulation, AR 380-40, TB 380-41, and DA Pam 25-380-2. Requests for policy waivers and exceptions to established COMSEC procedures will be submitted through command channels to the Director, U.S. Army Communications Security Logistics Agency (USACSLA), ATTN: SELCL-ID-P3, Fort Huachuca, AZ 85613-7090, for approval.

5-10. Modification of COMSEC materiel

Modification of Army-owned COMSEC materiel will be reported in accordance with AR 750-10.

5-11. Records and reports

Performance of maintenance operations on COMSEC materiel will be recorded in accordance with DA Pam 738-750.

5-12. Qualification and maintenance training policy for COMSEC equipment

a. The personnel qualification requirements for training and certification of COMSEC materiel maintenance technicians are established in AR 25-12. Formal programs of instruction available at U.S. Army training centers for structured classroom training of COMSEC technicians are listed in DA Pam 351-4.

b. National policy for COMSEC materiel maintenance training standards and maintenance operations, as promulgated by the NSA, is contained in DOD Instruction (DODI) 4660.2. This publication provides general policy for all Services on the requirements and security considerations applicable to the training of COMSEC maintenance personnel.

c. DODI 4660.2 also provides criteria for security awareness training requirements for all other CE technicians. Such security awareness training is a prerequisite to their performing maintenance at any level on COMSEC equipment end items and other major CE, weapons, or information systems containing embedded cryptographic components. (See also DA Pam 25-380-2.)

d. Adherence to the COMSEC training and maintenance policies and procedures contained in the referenced publications is compulsory. Security awareness training for all CE technicians will be documented on DD Form 2625 (Controlled Cryptographic Item (CCI) Briefing) and copies retained in personnel files and unit security records. In addition, maintenance supervisors will establish a file containing a copy of DD Form 2625 for each assigned technician under their control in maintenance facilities authorized to work on systems containing cryptographic components.

e. Supply of parts and special tools:

(1) COMSEC maintenance activities will establish and maintain PLL and shop stocks per AR 710-2 for both classified and unclassified repair parts.

(2) Cannibalization of COMSEC materiel will be accomplished according to paragraph 4-8 after approval by Commander, USACSLA, ATTN: SELCL-NMP.

(3) Tools and TMDE required for the maintenance of COMSEC materiel are authorized by appropriate MTOE, TDA, or nontactical telecommunications development projects. They will be obtained per AR 710-2.

(4) Repairable exchange procedures for COMSEC materiel are in AR 710-2.

5-13. Evacuation of unserviceable COMSEC materiel

a. COMSEC equipment will be evacuated to the next maintenance level only after a qualified, certified inspector determines that evacuation is required per AR 25-12.

b. Unserviceable COMSEC materiel in CONUS and overseas areas that meet the above criteria will be evacuated through supply channels to the Commander, Tobyhanna Army Depot, ATTN: 5B1099, 11 Hap Arnold Blvd., Bldg. 73, Tobyhanna, PA 18466-5110. The only exception to automatic evacuation of unserviceable materiel is that unserviceable automatic secure voice communications network (AUTOSEVOCOM) equipment will be reported to Commander, USAF Cryptologic Depot, ATTN: LGGCYC, Kelly AFB, TX 78243, for disposition.

c. Components, assemblies, and parts that have manufacturing defects will be removed from the materiel at the authorized maintenance level. The removal will be reported on Standard Form (SF) 368 (Product Quality Deficiency Report) as a category II quality deficiency report under DA Pam 738-750. When practical, exhibits (defective components, parts, or assemblies) will be forwarded with the quality deficiency report. Those parts not forwarded will be tagged with DA Form 2402 (Exchange Tag) and held for further disposition instructions.

5-14. Controlled cryptographic items

a. CCI are declassified COMSEC items. Accounting and requisition/issued procedures are in AR 710-2.

b. CCI end items must be unkeyed prior to storage when not in operational status or when being turned in through channels for maintenance.

Section IV

Maintenance for Army Aircraft

5-15. General

The objective of Army aviation maintenance is to ensure safe, reliable, and FMC aviation weapon systems, including airframes, engines, major components, avionics, aerial weapons, fire control/fire direction items, and other airborne ancillary materiel necessary to support the total aviation weapon system concept. To accomplish these objectives, three levels of aviation maintenance are established: aviation unit maintenance (AVUM), AVIM, and aviation depot maintenance.

5-16. Aviation unit maintenance

a. These activities will be staffed and equipped to perform high frequency "on-aircraft" maintenance tasks required to retain or return aircraft to an FMC condition. The maintenance capability of the AVUM is governed by the MAC and limited by the amount and complexity of ground support equipment, facilities required, the number of spaces, and critical skills available. The range and quantity of authorized spare modules, ground support equipment, TMDE, and components will be consistent with the mobility requirements dictated by the air mobility concept. Assignment of

maintenance tasks to divisional or other (TDA/MTOE) company-size aviation units will be based on overall maintenance capability, the requirement to conserve personnel and materiel resources, and air mobility requirements. If the aviation element is less than 10 aircraft, maintenance will normally be limited to scheduled inspections, minor adjustments, and minor repair.

b. ARNG Army Aviation Flight Activity (AAFA) will perform AVUM maintenance. Functions are defined in NGB Pam 750-2. The supporting AASF will perform maintenance beyond the capability of these organizations.

c. The AASF will perform AVUM and limited AVIM maintenance per NGB Pam 750-2. This includes diagnosis, servicing, preventive maintenance intermediate (PMI), phased maintenance, special inspections, aircraft recovery and evacuation, aircraft weighing, maintaining authorized ORF aircraft, minor airframe repair, avionics, and armament repair. These functions are specifically detailed in NGB Pam 750-2. Requests to exceed—

(1) Maintenance authority will be forwarded to the supporting aviation classification and repair activity depot (AVCRAD).

(2) Expenditure limits (funds/work hours) will be forwarded to Chief, NGB (NGB-AVN-A) through the supporting AVCRAD.

d. An aviation support facility in the USAR collocated with a supported AVIM unit may be authorized by HQDA to perform intermediate maintenance using tools/equipment authorized to the supported unit. If authorized, the expanded mission will only be in support of collocated Army Reserve aircraft and will be terminated upon movement/inactivation of the collocated AVIM unit.

5-17. Aviation intermediate maintenance

a. AVIM units or activities including ARNG AASFs will—

(1) Furnish mobile, responsive, one-stop maintenance support.

(2) Perform all maintenance functions as designated by the MAC in materiel publications. Authorized maintenance includes—

(a) Replacement and repair of modules and components.

(b) Repair of end items that can be efficiently accomplished with available skills, tools, and materiel.

(3) Repair materiel for return to user and emphasize support of operational readiness requirements.

(4) Establish a program to support AVUM/AAFA units by repairing selected items for return to stock when such repairs cannot be accomplished at the AVUM/AAFA level.

(5) Inspect, troubleshoot, test, diagnose, repair, adjust, calibrate, and align aircraft system modules and components. Module and component disassembly and repair normally will be limited to tasks requiring cleaning and the replacement of seals, fittings, and items of common hardware.

(6) Determine the condition of specified modules and components removed prior to the expiration of the time between overhaul (TBO) or finite life.

(7) Perform aircraft weight and balance inspections and other special inspections that exceed AVUM/AAFA capability.

(8) Furnish quick response maintenance support and technical assistance through the use of mobile maintenance support teams and aircraft recovery and evacuation.

(9) Maintain authorized ORF aircraft.

(10) Furnish collection and classification services for serviceable and unserviceable materiel.

(11) Operate a cannibalization point activity under AR 710-2.

b. The aircraft maintenance company within the division will perform AVIM functions consistent with air mobility requirements and conservation of personnel and equipment resources.

c. The supporting nondivisional AVIM unit will furnish additional intermediate maintenance support.

d. Maintenance functions that exceed AVIM capability will be assigned to depot maintenance.

e. Unserviceable repairable modules, components, and end items that are beyond the capability of an AVIM/AASF to repair will be evacuated to depot maintenance.

f. Ground support equipment and TMDE will be evacuated to the appropriate nonaviation maintenance unit when it is beyond the capability of AVIM/AASF to repair.

g. Calibration and repair of TMDE will be performed as indicated in AR 750-43, TB 750-25, and EM 0022.

5-18. Aviation depot maintenance

a. Army aircraft will be maintained and supported to the extent authorized in this regulation and TB 43-0002-3. Army aircraft may be accepted into depot facilities for programmed or unprogrammed maintenance. Accountability will be transferred to the NICP when aircraft are accepted for programmed depot maintenance. Aircraft accepted for unprogrammed depot maintenance will normally be processed on a repair-and-return-to-user basis.

b. The ARNG AVCRAD will perform AVIM in support of the ARNG aviation assets. In addition to AVIM maintenance, the AVCRAD may perform aircraft painting, major airframe depot-level repairs (DLR), and aviation intensive maintenance item component repair and management, when authorized. These functions are specifically

discussed in NGB Pam 750–2. Requests to exceed maintenance authority and/or expenditure limits (funds/work hours) will be forwarded to U.S. Army Aviation and Missile Command (AMCOM).

c. Programmed depot maintenance consists of aircraft recapitalization and overhaul, crash and battle damage repair, and modifications.

d. Aircraft will be selected as candidates for recapitalization and overhaul during peacetime under the Aircraft Condition Evaluation program as shown below:

(1) Aircraft with established overhaul programs will be evaluated using criteria developed by the NMP on an annual basis by aircraft condition evaluation teams fielded by the NICP.

(2) Aircraft condition evaluation data will be used by the NICP to establish a profile index for each evaluated aircraft by serial number and to determine depot overhaul candidates.

(3) Aircraft with the highest profile index will be scheduled for the depot overhaul program first.

(4) Aircraft overhaul programs will be developed by AMCOM based on data, funding, and depot capability. The overhaul program will be finalized and coordinated with MACOMs at the annual Worldwide Aviation Logistics Conference. The NICP will notify MACOMs at least 60 days in advance of the scheduled overhaul date of specific aircraft to be turned in.

(5) Aircraft scheduled for depot overhaul that subsequently incur crash or battle damage will be reported to the NICP for selection of replacement aircraft.

(6) As a related program to aircraft condition evaluation, the NICP will develop data from DA Form 1352 (Army Aircraft Inventory, Status and Flying Time (RCS DRC 130)) and DA Pam 738–751 to assist in identifying possible depot maintenance candidates.

e. Aircraft in combat areas will be selected for depot maintenance per TM 1–1500–328–25. The NICP will coordinate with the MACOM concerned to determine quantities to be turned in for overhaul. The MACOM will select aircraft overhaul candidates by aircraft serial number. Turned-in and replacement aircraft scheduled will be furnished to the MACOM at the annual Worldwide Aviation Logistics Conference.

f. Aircraft requiring crash or battle damage repair will be reported to, and disposed of, per instructions received from the NMP/NICP, using procedures prescribed in TB 43–0002–3.

g. Aircraft programmed for depot overhaul or crash and battle damage repair will have depot modifications installed during the overhaul process. Aircraft requiring depot modifications that are not scheduled for depot overhaul or crash and battle damage repair will be modified by contractor or depot modification teams in accordance with AR 750–10. All modification installed will be documented per AR 750–10. Depot modification programs for converting aircraft to later series (for example, AH–64A to AH–64D) will normally include overhaul as a part of the total program. Candidates for conversion should also be overhaul candidates whenever practicable. Conversion and modification programs will be coordinated between NICP and MACOM during the Worldwide Aviation Logistics Conference.

h. All applicable documents, forms, and records will be processed per DA Pam 738–751 during depot maintenance. Personnel preparing contract statements of work will ensure that the provisions of this publication are included in all applicable maintenance contracts.

5–19. Aircraft parts that have been exposed to fire and/or saltwater immersion

Aircraft parts, components, or assemblies that have been subjected or exposed to fire and/or saltwater immersion will not be reused locally under any circumstance. Such items will be condemned locally or, if considered repairable by competent inspection, returned through maintenance or supply channels for inspection and overhaul. All items that are to be condemned or returned for inspection and overhaul will require a statement on all applicable accompanying documentation, including DD Form 1577 (Unserviceable (Condemned) Tag–Materiel) or DD Form 1577–2 (Unserviceable (Repairable) Tag–Materiel), stating the item has been subjected or exposed to fire and/or saltwater immersion.

5–20. Items removed from crash-damaged aircraft

Extreme caution will be exercised in the reuse of items removed from crash-damaged aircraft or aircraft that have been involved in accidents. Items removed from a crashed aircraft or an aircraft that has been involved in an accident will not be reused regardless of apparent serviceability until such items have been subjected to a thorough inspection in accordance with paras 5–21 and 5–22.

5–21. Inspection and testing of crash-damaged components and assemblies

a. All functional components and assemblies (such as engines, transmissions, pumps, valves, generators, and blades) will be subjected to inspections and tests per the inspection and test standards required at the time of overhaul. Components not designed as overhaul items will be inspected and tested per the applicable maintenance manual. An item will either be condemned locally or evacuated to a depot maintenance facility according to the recoverability code assigned to the item.

b. All items that are to be locally condemned will require a completed DD Form 1577. This tag will be annotated to reflect that the item has been removed from a crashed aircraft or an aircraft that has been involved in an accident. Mutilation of condemned aeronautical items will be accomplished per TM 1–1500–328–23.

c. All items that are to be evacuated to a depot maintenance facility will require a statement on all applicable accompanying documentation, including DD Form 1577-2, to the effect that the item has been removed from a crashed aircraft or an aircraft that has been involved in an accident.

5-22. Inspection and testing of structural parts and assemblies of aircraft

Inspection and testing of structural parts and assemblies of aircraft structural parts and assemblies will, at a minimum, require a thorough visual inspection. Major support structures, fittings, attaching points, welds, flight control tubes and links, and so forth will be subjected to nondestructive flaw detection tests and dimensional and alignment verifications.

5-23. Shipment of aircraft

Unserviceable items selected for disposal by AMCOM will not be reinstalled in an aircraft. Action will be taken to ensure that the airframe attaching elements of the removed items are protected from deterioration or contamination while awaiting the replacement item. However, if the unserviceable aircraft is to be shipped or transferred off post or station for repair, the unserviceable or interchangeable item must be installed or completely secured to prevent possible damage, deterioration, or contamination during movement of the aircraft. All unserviceable components will be individually tagged with DD Form 1577-2 and suitable entries made in the aircraft equipment records.

5-24. Posting aircraft forms and records

Posting of aircraft forms and records will be in accordance with DA Pam 738-751.

5-25. Maintenance training aircraft

a. *Training aircraft.* Maintenance training aircraft are those aircraft employed for ground technical training that do not require airborne operations. Training aircraft are further classified as follows:

(1) *Category A.* Aircraft that can be returned to flyable status through minimum maintenance and modification. This category covers aircraft assigned on a temporary basis not to exceed 365 days to meet special training requirements. Extensions may be granted by AMCOM.

(2) *Category B.* Aircraft that are capable of ground operation if all components are installed. Category B aircraft can be returned to flyable status by depot rebuild or overhaul.

(3) *Maintenance training airframes.* Retired and condemned aircraft used to train maintenance personnel. Aircraft in this category are retired or have been damaged or deteriorated beyond the MEL established in TB 43-0002-3. Classification to maintenance training airframe status results in the aircraft being permanently grounded. Maintenance training airframes will be reported on DA Form 1352.

(4) *Maintenance training devices.* Aeronautical equipment other than category A or B aircraft or maintenance training airframes that are used to facilitate aircraft maintenance training. Items in this category range from uninstalled elements to mockups of major assemblies or functional groups.

b. *Training aircraft responsibilities.*

(1) Commander, AMCOM will—

(a) Provide aircraft for use as maintenance training aircraft based upon known requirements and as directed by USAMC.

(b) Submit recommendations through USAMC to HQDA for approval to classify and reclassify aircraft for maintenance training.

(c) Control current inventory of all maintenance training aircraft and distribute maintenance training aircraft to meet training requirements.

(d) Provide required repair parts support and MWO kits for category A and B maintenance training aircraft to the full extent required to complete maintenance.

(e) Provide required repair parts support for maintenance training that will ensure accomplishment of the training mission. Serviceable high-dollar value items (for example, engines, transmissions, rotor blades, and propellers) are not authorized except when approved by AMCOM.

(f) Provide funding for repair of crash-damaged aircraft for use as a maintenance trainer.

(g) Provide training activities with unserviceable or crash-damaged components as they become available.

(2) CG, FORSCOM; CG, TRADOC; major overseas commanders; and CNGB will—

(a) Present projected fiscal year consolidated requirements for maintenance training aircraft, maintenance trainers, components, and test equipment during the Worldwide Aviation Logistics Conference. Institutional training equipment requirements for the subsequent fiscal year will be obtained from annual requirements presented to HQDA in May/June each year.

(b) Receive, evaluate, and provide command approval or disapproval of all requests for maintenance training aircraft received from subordinate activities.

(c) Ensure that all maintenance training aircraft assigned to subordinate activities are maintained under this regulation.

(d) Prior to repairs being accomplished, determine if crash-damaged aircraft or aircraft that is not economically feasible to repair can be exchanged for category A or B aircraft already assigned to a training activity.

(e) Commanders of activities possessing maintenance training aircraft will—

1. Maintain maintenance training aircraft as prescribed herein.
2. Report to AMCOM all excess maintenance training aircraft.
3. Provide monthly reports of all maintenance training aircraft in their possession on DA Form 1352 per AR 700-138.

(f) General policy:

1. Installations and units authorized maintenance training aircraft will be designated by HQDA.
2. Authority for the control, classification, and reclassification of aircraft defined as maintenance training aircraft rests with AMCOM.

3. A predetermined quantity of aircraft will be assigned to TRADOC as maintenance training aircraft to satisfy initial distribution requirements. Total requirements will be satisfied by subsequent phased deliveries as aircraft become available from production or from the operational fleet.

4. Category A and B maintenance training aircraft and aircraft designated as maintenance training airframes will be reported on DA Form 1352 per AR 700-138.

5. Uneconomically repairable, crash-damaged, or retired aircraft may be used, when economically feasible, as a source for maintenance training airframes that will (whenever possible) be used as a replacement for category A and B maintenance training aircraft and then be made available for return to flyable status, should a requirement exist. Any item removed from a crash-damaged aircraft for reuse will meet the criteria established by paragraphs 5-21 and 5-22. Final airframe classification will be made by AMCOM using TB 43-0002-3.

6. Category A and B maintenance training aircraft that are no longer required will be reported to HQ, TRADOC. HQ, TRADOC will report excess maintenance training aircraft to HQ, AMCOM.

7. Maintenance training airframes and devices that are no longer required will be reported to HQ, TRADOC. Excess maintenance training airframes and devices will be reported by HQ, TRADOC to AMCOM for disposition instructions.

8. Categories assigned to maintenance training aircraft will not be redesignated without AMCOM approval.

9. Aircraft items recorded on DA Form 2408-17 (Aircraft Inventory Record), when not required for training purposes on category B maintenance training aircraft, will be returned to stock using normal supply procedures.

c. Maintenance training aircraft.

(1) Category A aircraft will be maintained per applicable publications to a standard so that the aircraft can be returned to a completely operational flight status by AVIM within 60 working days. Category A aircraft should meet transfer serviceability standards prior to shipment to or from a designated training activity.

(2) Configuration control of category B maintenance training aircraft will be maintained through incorporation of all applicable MWOs and, to the extent possible, ensure that training is consistent with the field operational aircraft systems. All systems/components required for program of instruction (POI) will be maintained operational and updated per the latest applicable MWOs. Removal and turn-in of systems/components not required for POI may be approved by AMCOM. Category B aircraft and components will be maintained so they can be returned to flight operational status by depot overhaul or repair. Aircraft transfer standards are not mandatory for transfer to depot or any activity authorized the use of category B aircraft.

(3) Serviceable components/systems not covered in *d(2)*, below, will be preserved and periodically inspected, operated per appropriate TMs, and represerved.

(4) Components of maintenance training airframes that are not required for training purposes should be removed and returned to depot through normal supply channels. DD Form 1577-2 will be attached to each item. Disposition is per AR 710-2.

d. Maintenance of equipment record folder.

(1) Equipment logbooks and historical records will be maintained per DA Pam 738-751 and TM 1-1500-328-23 for all training aircraft, maintenance training airframes, and maintenance training devices.

(2) Ground operating time will be recorded on DA Form 2408-13 (Aircraft Status Information Record). A combination of flight time and ground run time will be used to determine time change requirements. Requests for time change extensions of components on ground-run aircraft will be submitted to AMCOM for disposition.

(3) DA Form 2408-18 (Equipment Inspection List) inspections are required on category A and B aircraft unless a waiver is granted by AMCOM.

e. Controlled exchange.

(1) Controlled exchange of serviceable components from category A and B maintenance training aircraft to any flyable aircraft is authorized. These components must be determined serviceable or economically repairable by a qualified inspector and must be of proper configuration and have all modifications applied. The component or assembly removed from a category A or B maintenance aircraft will be replaced with a like component. These actions must receive concurrence from AMCOM.

(2) Controlled exchange of components from maintenance training airframes or maintenance training devices may

be made only between other maintenance training airframes or maintenance training devices. Removal or installation of components listed in TB 1-1500-341-01 will call for the submission of DA Form 2410 (Component Removal and Repair/Overhaul Record) per DA Pam 738-751 and TM 1-1500-328-23.

(3) Accountability of demands will be maintained in the unit PLL for control exchange transactions.

Section V

Maintenance of Rail Materiel

5-26. General

The term "rail materiel" includes motive power, general rolling stock, and special purpose mobile rail materiel owned and operated by the U.S. Army.

5-27. Maintenance policies

Unit, DS, GS, and depot maintenance will be accomplished per the policies set forth in chapters 3 and 4 and in this section as supplemented by materiel publications and directives. U.S. Army-owned rail materiel will conform to standards established by Government regulatory bodies in the country where such rail materiel is operated in interchange service and is subject to the rules of such regulatory bodies.

5-28. Maintenance operations

a. DS and GS maintenance.

(1) Rail transportation companies that may be expanded by Army mobile rail teams will provide DS and GS maintenance to using units. For support of DA utility rail materiel in CONUS where no support companies are available, the DS and GS maintenance will perform all functions with the mobile rail repair shops. (See AR 56-3.)

(2) The NMP will furnish the services of the mobile rail support shop for DA utility railroads on an "as required" basis and will direct its operation as follows:

(a) Army-owned rail equipment will receive free mobile rail services.

(b) Defense supply depots and other DOD agencies may receive mobile shop services on a reimbursable basis.

(3) DA rolling stock moving over interchange in CONUS will have running repairs performed per AR 56-3.

b. Depot maintenance. Depot maintenance will be programmed by the NMP/NICP on the basis of inspections by rail maintenance technicians.

c. Maintenance reporting and recording. Maintenance reporting and recording for Army rail materiel will be accomplished in accordance with DA Pam 738-750.

d. Installations electing not to use mobile rail support shops. These installations may contract the service to an outside source if cost-effective or may retain the work in-house if qualified personnel are available and support equipment is authorized.

Section VI

Maintenance of Communications Systems and Materiel Assigned to FORSCOM, Army Signal Command

5-29. General guidance

a. This section applies to maintenance of Army fixed and other FORSCOM Army Signal Command (ASC)-assigned telecommunications networks, systems, and automation equipment to include, but not limited to, the following:

- (1) Army portion of the Defense Communications System.
- (2) Theater Communication System (Army).
- (3) Base (post, camp, and station) communications equipment.
- (4) Air defense communications systems (as assigned).
- (5) Army command and control networks.
- (6) Armed forces radio and television service distribution systems.
- (7) Army military affiliate radio systems.
- (8) Army worldwide leased telecommunications facilities.
- (9) INSCOM nontactical materiel.

Note. This general guidance is only applicable to grandfathered telecommunications equipment that was the responsibility of U.S. Army Information Systems Command (USAISC) to support as a MACOM. USAISC is now an MSC under FORSCOM renamed ASC. The CG, FORSCOM and the CG, ASC must approve all new maintenance responsibilities.

b. The CG, FORSCOM is responsible for—

(1) Maintenance support of all echelons above corps communications equipment assigned as his or her responsibility by HQDA and/or listed in AR 10-87.

(2) Organization and operation of AMSFs supporting CONUS and OCONUS commanders.

- (3) Maintenance support teams.
- (4) Forward area support teams.
- (5) COMSEC logistics support facilities.
- (6) Module and repair activities required for dedicated retail logistics support of organic CE materiel and other electronics materiel as assigned.

5-30. Maintenance policies

- a.* The CG, FORSCOM ASC will approve maintenance levels authorized for all ASC units and CE fixed facilities. The approved maintenance levels are contained in the appropriate unit authorization document.
- b.* Each unit or site will perform maintenance up to the level of maintenance authorized per the MAC and within the constraints of available resources. When approved by the CG, FORSCOM ASC, CLSF will exchange and repair modules and printed circuit boards (PCBs) instead of evacuating them to depots or other external support facilities.
- c.* FORSCOM ASC is responsible for the operation of logistics support for all BASOPS CE systems and materiel unique to the command. ASC CE materiel may be supported by another MACOM or military department facility when it is economically beneficial and responsive to ASC operational requirements or established Defense Communications Agency (DCA) restoration criteria.
- d.* TMDE repair and calibration support will ensure attainment of the minimum goal of 95 percent TMDE availability and provide services responsive to ASC operational requirements or established DCA restoration criteria.

5-31. Maintenance facilities

- a.* Unit-level maintenance at small fixed facilities will be limited to operator maintenance. For other than operator maintenance, these facilities must rely on support from maintenance support teams, forward area support teams, area maintenance and supply facilities, or other support maintenance facilities as designated in appropriate logistics and mission support plans.
- b.* The DS level of maintenance is normally authorized at medium to large manned CE fixed self-sufficient facilities.
- c.* GS maintenance is normally authorized at a large facility and/or isolated CE site or activity that must be provided with a high degree of self-sufficient maintenance. Factors supporting the performance of GS on-site are type of mission, location, equipment density, and nature of materiel. Organic repair of unserviceable modules, PCBs, and hardwired components is accomplished at this level to the maximum extent authorized by the MAC and approved by ASC.
- d.* Specialized repair authority maintenance actions coded L or D per the maintenance allocation chart are performed by maintenance support facilities identified by the NMP. Quick reaction maintenance support to supported activities is furnished through the maximum use of ORF items.
- e.* ASC units are not authorized to perform depot maintenance. ASC CE materiel will be evacuated to DA-designated CONUS depots, to include authorized manufacturer and contractor operated maintenance facilities, for accomplishment of depot-level maintenance. Depot-level maintenance may be performed at the unit's location by depot-level maintenance repair teams.

5-32. Area maintenance and supply facility

FM 4-30.3 establishes AMSF doctrine for GS facilities managed and operated by USASC. AMSF is assigned the mission of furnishing centralized retail supply and maintenance support of ASC telecommunications materiel and other CE materiel as assigned. This includes—

- a.* Furnishing maintenance support for all assigned Army communications materiel above corps level that is not assigned by HQDA to other commands and agencies in overseas areas.
- b.* Furnishing maintenance teams to perform scheduled emergency backup technical assistance and instruction at the CE facility or unit location that is beyond the unit's capability and authorization.
- c.* Maintaining an authorized stockage list of CE supplies and CE repair parts.
- d.* Maintaining approved stock record account (project support account) to receive, store, and issue items on CE bills of materiel.
- e.* Maintaining an approved stock of ORF per AR 710-1 and AR 710-2 in support of fixed facilities and area maintenance and supply facility maintenance programs under FM 4-30.3.
- f.* Maintaining stock record accounts per AR 710-2 and USAISC directives in this regulation.
- g.* Maintaining a capability to provide a training base for specialized CE materiel and to respond to emergency assistance requests from supported units.
- h.* Assisting supported units in correcting faults found during performance evaluations and inspections. AMSF also supports unit maintenance programs to improve and maintain the operational availability of the CE systems and materiel.
- i.* Operating a module and PCB repair section capable of repairing unserviceables through the use of microelectronics repair methods and automatic test equipment.

j. Repairing peripheral materiel, such as power and environmental, when not supported by the facility engineer or other area support maintenance units.

5-33. Maintenance support team

The maintenance support team is that activity of an ASC DS or GS maintenance facility that brings mobile maintenance support to CE fixed facilities or other ASC units on a scheduled, emergency, or on-call basis. The CE maintenance support teams are a functional responsibility of AMSF and other authorized command maintenance organizations; COMSEC maintenance support teams will be furnished by the CLSF.

5-34. Forward area support team

The forward area support team is a remotely located extension of the AMSF that performs scheduled and emergency backup maintenance and technical assistance at the CE fixed facility or unit location.

5-35. Quality assurance

All ASC DS and GS maintenance support facilities will institute effective quality control procedures in carrying out HQDA and ASC quality assurance programs. Quality control must be sufficiently independent of maintenance operations to ensure that inspections are not constrained.

Section VII

Maintenance of Nontactical Vehicles

5-36. General

a. Authorized maintenance may be accomplished in transportation motor pool shops, the Internal Mission Materiel Maintenance Activity (IMMMA), local commercial shops, or other Government maintenance activities as jointly determined by the motor pool manager and the installation management officer (IMO). In all cases, warranties are to be used to the maximum extent possible. Detailed policies on management of nontactical vehicles (NTVs) are in AR 58-1.

b. Operator inspection and service consists of inspecting and detecting malfunctions that make the vehicle unsafe or unserviceable and includes minor or simple parts replacement and servicing (water, fuel, tires, and battery).

c. At those installations having consolidated maintenance shops, all maintenance is the responsibility of the IMO. NTV maintenance may be performed in the transportation motor pool shop but will normally be performed in the consolidated shops.

d. ORF support and administrative storage of NTVs is not authorized.

e. The MEL for an NTV is in AR 58-1.

5-37. Modifications

Modifications of an NTV are covered in AR 58-1 and TM 38-600.

5-38. Repair parts supply

a. Repair parts for an NTV are obtained under the provisions of AR 710-2.

b. Cannibalization of uneconomically repairable vehicles prior to turn in to the Defense Reutilization and Marketing Office (DRMO) is limited to those serviceable parts immediately needed to repair inoperable vehicles.

c. Major commanders in overseas areas may authorize controlled exchange of repair parts from NTVs only when those repair parts are not otherwise available.

Section VIII

Maintenance of Training Aids and Devices and Visual Information Equipment and Systems

5-39. Training aids and devices

This section provides maintenance policy for training aids and devices. It supplements policies in AR 350-38, AR 700-127, and AR 25-1. Training aids and devices used by the U.S. Army can be categorized as follows:

a. Training aids and devices assigned to a MTOE unit are type classified and include simulators or end items.

b. Training aids and devices managed by TDA activities include—

(1) Non-type-classified training aids and devices developed or commercially acquired to support general military training and training on more than one type item of materiel. These are usually assigned to and maintained by training and visual information support centers (T/VISC) for loan to units and activities.

(2) Type-classified training aids and devices used to support a special training requirement.

c. Maintenance policy is as follows:

(1) Type-classified and non-type-classified training aids and devices will be maintained per this regulation.

(2) Operator/crew training equipment will be maintained to the Army maintenance standard outlined in paragraph 3–2 and the turn-in/transfer standard in paragraph 4–6.

(3) Equipment (end items and major assemblies) that is frequently disassembled and assembled for instructional purposes will not be maintained to Army maintenance standard. Additionally, this equipment will be transferred or turned in to the wholesale system under condition code “F” and not –10/–20. If required for reissue, equipment will be routed through depot maintenance before issue. Equipment will remain disassembled for instructional purposes.

(4) A maintenance plan as part of the logistic support plan will be developed and fielded with the materiel. Commercial off-the-shelf materiel procurement will include a maintenance support plan or justification for contract maintenance or inter-Service support.

(5) Type classified training aids and devices that are identified on MTOE or TDA documents will be maintained per the MAC. Support requirements beyond the user’s authority or capability will be referred to the supporting IMMA.

(6) Locally fabricated training aids and devices will be maintained by the T/VISC. Maintenance above the capability of the T/VISC will be referred to the supporting IMMA.

(7) User commands are responsible for programming and budgeting funds for contract maintenance support for all training aids and devices under their control.

(8) Depot-level maintenance will be furnished by USAMC.

5–40. Visual information equipment and systems

This paragraph provides maintenance policy for visual information (VI) equipment and systems. It supplements policies in AR 700–127 and AR 25–1.

a. VI materiel includes photographic, television, audio, and graphic art items that furnish an audiovisual product or service.

b. The Office of the Chief Information Officer, G–6 will validate authorization of type-classified VI materiel prior to documentation in a common table of allowances (CTA), TDA, or TOE/MTOE to ensure compliance with DODD 5040.2.

c. VI materiel assigned to an audiovisual facility or other TDA activity, including broadcast radio and television, will be commercially acquired. The logistics supportability of commercially acquired materiel is the responsibility of the procuring activity. Local procurement will be coordinated with the local common support audiovisual activity for consolidation of contracts for maintenance services and adherence to standards and VI architecture. (DA Pam 25–91 provides guidance.) Broadcast radio and television materiel and systems costing over \$5,000 will be procured, managed, and supported by the Television-Audio Support Activity, the Office of the Assistant Secretary of Defense (Public Affairs) (OASD(PA)), and the American Forces Information Service.

d. Maintenance policy is as follows:

(1) A maintenance plan as part of the logistic support plan will be developed and fielded with the materiel. Commercial off-the-shelf materiel procurement will include the equivalent of a maintenance support plan or justification for contract maintenance or inter-Service support.

(2) Type-classified VI materiel will be maintained per the MAC. Support requirements beyond the user’s authority or capability and all non-type-classified audiovisual materiel will be referred to the common support VI activity or Director of Information Management (DOIM).

(3) The training community may, at the option of the MACOM, manage maintenance of VI equipment and activities integrated with training device support activities. Otherwise, contract requirements will be submitted to the supporting DOIM, who will coordinate the support.

(4) User commands are responsible for contract maintenance support for all VI materiel under their control and are responsible for budgeting funds for same. Funds will be made available by the user to the supporting DOIM or VI activity to support its contract efforts.

Section IX

Maintenance of Conventional Ammunition

5–41. General

a. Ammunition maintenance consists of all actions necessary to retain ammunition in, or restore it to, an FMC condition.

b. Provisions must be made to accomplish maintenance at the storage location to the maximum extent possible.

c. The maintenance program of an activity will be based on requirements determined by theater inventory control point/NICP. The maintenance to be performed by an activity will be based on the activity’s assigned mission or as directed by the NMP.

d. The condition code of ammunition will be determined by surveillance inspection or as directed by NMP.

5-42. Maintenance policies

a. Unit maintenance will be performed by all activities having conventional ammunition on hand, including using units. Unit maintenance is performed to prevent deterioration of ammunition due to rough handling and exposure.

b. Ammunition companies will perform DS maintenance. DS maintenance on ammunition will include inspection, test, service (preservation and packaging), and repair of stocks stored by the ammunition companies. Ammunition companies normally perform a greater volume of DS maintenance when operating in a rear, semipermanent installation where more time, materiel, and personnel are available. The companies are also responsible for providing technical assistance to using units on their maintenance responsibilities.

c. Conventional ammunition renovation detachments will normally furnish GS maintenance on conventional ammunition in large ammunition supply points or depot complexes located in the communications zone. However, when practical, they may be deployed forward to perform maintenance rather than evacuate unserviceable ammunition.

d. Depot maintenance on ammunition consists of actions primarily comprised of renovation, modification, or reconfiguration. Depot maintenance normally will not be performed in an active theater; it is usually performed in CONUS or overseas theaters of long standing. Selected overseas installations coordinate with USAMC to perform depot maintenance that augments the procurement program.

e. Maintenance reporting for conventional ammunition is listed in accordance with DA Pam 738-750 and AR 700-19.

5-43. Maintenance planning

a. Conventional ammunition units will perform maintenance and demilitarization of ammunition only after receipt of a properly validated work authorization. Work authorization can be a DA Form 2407, DA Form 2415 (Ammunition Condition Report), or letter of authorization. An assignment sheet (work order) can be added where a validated work authorization does not furnish sufficient information. The assignment sheet will be used within the organization and will normally provide for, but is not limited to, the following:

- (1) The scope of the maintenance work.
- (2) The lot number and quantity of rounds to be processed.
- (3) The lot number and quantity of replacement parts or components to be used.
- (4) Special instructions on inspection, operations, hazards, and disposition of unserviceable components resulting from operations.
- (5) Operations that must be performed to process the material, consisting of replacing parts, painting, changing nomenclature, adding a suffix, preparing data cards, and so forth.
- (6) Materials to complete the work, including quantity.

b. DMWRs for renovation or disposal of ammunition are composed of a series of sheets in the form of a pamphlet. Each sheet is an operational study of the technical features of the operation to be accomplished. The DMWR is approved and issued by the U.S. Army Tank, Automotive, and Armament Command-Armament Research Development and Engineering Center (TACOM-ARDEC). The DMWR will be used as a guide for the ammunition officer preparing the details and procedures for completing the work in a theater of operation. DMWRs and letters of instruction are the only procedural guidance authorized for performance of maintenance and demilitarization at installations. Exceptions to this policy must have the approval of the NMP.

Section X

Maintenance of Test, Measurement, and Diagnostic Equipment

5-44. General

a. This section provides policy for the support of Army TMDE.

b. USAMC will furnish calibration and repair support for general and selected special purpose TMDE under AR 750-43, TB 750-25, and TB 43-180.

5-45. Support concept

The support concept for general purpose TMDE will make maximum use of existing assets and Army calibration and repair system standards.

5-46. TMDE support and management

TMDE repair support will normally be based on the concept that repair should be accomplished by the element designated in TB 43-180 as being responsible for calibration support. TMDE support will be as follows:

a. All TMDE owners or users will do unit-level maintenance on organic TMDE. General purpose TMDE and selected special purpose TMDE repair support will be obtained from the area calibration repair center responsible for supporting the geographic area where the TMDE owner or user is located. Repair support for the remaining special purpose TMDE will be obtained from the maintenance organization responsible for maintaining the associated system or end item. Medical activities will refer to AR 40-61.

b. DS, GS, and AVIM units will do unit maintenance on organic TMDE and furnish support services for organic and supported units special purpose TMDE.

c. Complex TMDE requiring multilevel maintenance support will be repaired and calibrated using assets from all required levels.

Section XI

Maintenance of Information Technology

5-47. General

a. All embedded tactical information technology (IT) will be maintained using the Army maintenance system. Embedded IT is a system or component that is specifically designed and produced to perform functions as an integrated part of noninformation systems. Embedded IT has no general purpose capability outside the system of which it is a part and is not separable for other uses without redesign or modification.

b. All AIS (STAMIS, non-STAMIS, nonembedded, nontactical, and office automation equipment) will be maintained as follows:

(1) The unit AIS maintenance personnel, in coordination with the CSSAMO, will support the user/operator in diagnosis and restoration of STAMIS computer systems to an operational status. Failed line replacement units (LRUs) will then be turned in to the supporting SSA.

(2) The CSSAMO, in coordination with the DS maintainer, will, to the greatest extent possible, provide a mobile support team to restore and repair STAMIS systems on-site.

(3) The CSSAMO, in coordination with the DS maintenance shop officer, may on a case-by-case basis perform hardware repair of STAMIS systems to facilitate systems availability.

(4) Software-related problems will be resolved in coordination with the supporting CSSAMO, PAS, or other appropriate automation office.

(5) The SSA will issue a replacement STAMIS LRU to the unit AIS maintenance personnel from on-hand STAMIS computer exchange (SCX) assets and work order the faulty LRU to the supporting DS maintenance activity for repair. Non-STAMIS LRU stockage will be limited, and the SSA will issue a due-out against the work order and transfer the work order and due-out of the faulty component to the DS maintenance activity. SSAs will not issue a STAMIS LRU for computer systems that are used for non-STAMIS applications.

(6) If an LRU is under warranty, it will be screened by the DS maintenance or CSSAMO for no evidence of failure (NEOF). If an LRU under warranty is found to be unserviceable after testing, and NEOF is not evident, the warrantor should be contacted and the item returned to the designated depot/FRA or warranty provider. In these cases, the DS maintenance activity will contact its designated depot/FRA/warranty provider for disposition instruction. LRUs not under warranty will be repaired by the DS maintenance activity and returned to stock in the SSA. Turn-in of LRUs found NRTS by the DS maintenance activity will be coordinated with the designated depot/FRA/customer service organization (CSO). The CSO, within the guidelines for MEL defined in paragraph 4-5, will provide disposition instructions, which may include warranty guidance.

c. The U.S. Army Corps of Engineers Command (USACECOM) Logistics and Readiness Center is the Army lead organization for STAMIS logistics sustainability.

d. Any computers procured by a MACOM to support a tactical STAMIS may be repaired using these procedures, provided the MACOM has coordinated and funded that support with the depot/FRA through the appropriate USAMC MSC. Following appropriate approval, the CSO will maintain information on systems that are authorized repair under these procedures.

e. The SCX is composed of commercial off-the-shelf (COTS) computer systems and their associated peripheral equipment used to operate or support tactical STAMIS applications. SCX stockage will be located at DS SSAs and designated depots/FRAs. It will provide direct exchange support for the extended depot repair process.

f. The electronics sustainment support center (ESSC) Tobyhanna Army Depot FRA is an integrated maintenance activity that provides the field with a dedicated support structure for STAMIS hardware. The FRA also supports tier III office automation equipment at selected installations and when deployed as part of the AMC LSE.

5-48. Repair parts supply for IT

a. Repair parts for IT are obtained under provisions of AR 710-2.

b. Cannibalization of uneconomically repairable IT prior to turn in to DRMO is limited to those serviceable parts immediately needed to repair inoperable IT.

c. MACOM commanders may authorize controlled exchange of IT repair parts based on automation systems readiness.

5-49. Army Warranty Program for IT

a. The overall policies and procedures for the Army Warranty Program are contained in AR 700-139, which requires that items for Army use should be acquired with warranties only when the warranty is in the Army's best

interest. The decision must be made on a case-by-case basis. Acquiring commands or activities will establish local warranty implementation procedures.

b. In warranty applications, unit readiness and mission effectiveness will take priority. If the maintenance activity is not able to get an effective response (within the warranty-specified timeframes), the maintenance activity will contact the acquiring command or activity for resolution. When resolution is not timely enough to meet mission requirements, the maintenance activity commander may authorize repair of the item and will notify the acquiring command or activity in writing of the necessity to repair the item now and settle any warranty issues later.

c. IT warranties to the greatest extent possible will be structured to allow on-site or mail-in processes to maintain their warranties. FRAs are authorized at the AMC MSC Commander's discretion to facilitate IT repairs by the warranty vendors. FRAs should take action to become OEM certified warranty providers. DS maintenance will be performed on automation systems hardware when it does not violate the warranty.

5-50. Base operations IT

IT obtained for BASOPS support through the Information Management Area process is supported through the directors of information management/CIO/G-6. Although these systems are not part of tactical automation, maintenance may be obtained through the depot after coordination with the appropriate USAMC MSC.

Section XII

Maintenance of Organization Clothing and Individual Equipment

5-51. Maintenance policy

a. The organization clothing and individual equipment (OCIE) issued to soldiers will be inspected to determine serviceability in accordance with AR 700-84 and DA Pam 710-2-1. The individual to whom the organization clothing or equipment is assigned must perform normal maintenance that would reasonably be expected to be performed within a unit. This maintenance includes cleaning, spot removal, repair of tears or rips, and replacement of buttons. Using unit and DS maintenance and repair procedures for OCIE are in TM 10-8400-203-23.

b. Each installation or activity will ensure clothing and materiel beyond organizational repair capability is turned in to a central location for either repair and return to stock or classification as unserviceable and turned in to DRMO.

c. The U.S. Property and Fiscal Officer (USPFO) may authorize negotiation of local contracts for maintaining clothing and equipment for the ARNG as follows:

(1) Minor alterations and repairs of individual clothing.

(2) Minor repairs of USPFO stocks to reclassify items to a serviceable status for reissue.

d. Major alterations for the purpose of modifying items will require prior approval of CNGB.

e. Laundry and dry cleaning services are authorized as follows:

(1) Laundry services in support of AT per NGB Pam 350-1.

(2) Laundry and dry cleaning services in support of IDT should be obtained at the lowest possible cost for the following items:

(*a*) White organizational clothing and equipment issued to medical and food service personnel.

(*b*) Sheets, pillowcases, and mattress covers.

(*c*) USPFO stocks of serviceable individual and organizational clothing and equipment prior to reissue.

(*d*) Individual clothing for interment of deceased personnel when Federal funds are authorized.

(*e*) Blankets and sleeping bags.

(*f*) Army band distinctive uniforms as authorized by CTA 50-900.

5-52. Maintenance expenditure limits

Maintenance expenditure limits can be found in TB 43-0002-27.

Section XIII

Maintenance of Army Tactical C4IEWS Materiel

5-53. General

a. This section applies to the maintenance of Army tactical communications, command, control, computer, intelligence, electronic warfare, and sensors (C4IEWS) equipment, including MTOE, TDA, and loaned materiel. C4IEWS equipment includes, but is not limited to, the following:

(1) Army intelligence and electronic warfare (IEW) equipment fielded to corps, divisions, armored cavalry regiments, separate brigades, and battalions.

(2) INSCOM tactical IEW equipment, including select equipment items in U.S. Army field stations and regional support centers (RSCs).

(3) MACOM-developed, -procured, and -fielded IEW equipment, including nondevelopmental items and COTS items.

(4) Other selected C4IEWS equipment that receives GS/depot forward support from the ESSC.

b. The CG, USAMC is responsible for the support of Army IEW materiel with the USACECOM Logistics and Readiness Center being designated as the Army lead organization for tactical IEW logistics sustainment.

(1) The ESSC IEW regional support center (RSC) is an integrated repair activity that provides the field with a dedicated support structure for tactical IEW systems as well as selected C4IEWS equipment.

(2) Joint operations equipment developed for special operations forces units are exempt from the requirements of this section.

c. The IEW GS RSC is an integrated repair activity that provides the field with a dedicated support structure for low-density IEW systems.

5-54. IEW maintenance policies

a. USACECOM has sole responsibility within the Army for IEW logistics sustainment. As part of this responsibility, all sustainment contracts will be consolidated under the control of USACECOM. Centralized support for IEW materiel will be extended to all fielded systems, including systems fielded for prototyping analysis, independent of current level of acquisition management.

b. The emerging generation of IEW systems requires a sustainment concept that provides for repair as far forward on the battlefield as possible. The RSC provides this support to the field as well as system and maintenance troubleshooting and post-production software support (PPSS) repair, along with a reconfiguration capability. All of these capabilities will be integrated into the RSC whenever possible.

5-55. IEW unit maintenance

a. Assigned IEW unit maintenance personnel perform unit and DS levels of maintenance. This typically includes replacement of LRUs, circuit card assemblies, and piece parts when authorized by the MAC.

b. IEW maintenance activities are authorized to establish and maintain bench and shop stock, per AR 710-2, for repair parts supporting IEW equipment repair.

c. Shop stock will be maintained using the ULLS and SAMS.

d. Tools and TMDE required for the maintenance of IEW materiel are authorized by appropriate MTOE, TDA, TM, or letter authorization. Materiel will be obtained per AR 710-2.

e. Maintenance requirements beyond the unit level require a DA Form 2407/5990-E to be processed through the unit's DS SAMS to the GS RSC.

5-56. IEW GS RSC maintenance

The IEW RSC will centralize IEW maintenance management and maximize the integration of the military GS maintainers in the Corps Support Command (COSCOM) with the contractors/civilians in the IEW RSC. The IEW RSC will provide maintenance support for items not reparable at the IEW unit level. The RSC is a tailored activity based on the type of units and equipment supported in the regional area.

Chapter 6

Life Cycle Maintenance Support

6-1. General

a. Total ownership cost reduction is an Army objective throughout the life cycle of the weapon system. The Chief of Staff and the Army Acquisition Executive identified the reduction of operating and support costs as a high priority and vital to realizing our modernization efforts. The system's total ownership cost (TOC) includes costs associated with acquiring, operating, modifying, maintaining, supplying, and disposing of weapon/materiel systems. Reducing TOC is key not only to reducing fiscal demands on the operational commander but also to generating savings that can be reinvested in support of Army modernization objectives.

b. This chapter contains policy and guidance for establishing and sustaining maintenance support across the life cycle of Army materiel. Comprehensive maintenance support throughout the entire life cycle is required to assure that materiel can be maintained in its operational environment with minimum resources for achieving operational readiness and sustainability. The engineering and technical capability required to ensure Army equipment is maintainable within the Army standard maintenance system is called systems technical support (STS) for systems that are in production and sustainment systems technical support (SSTS) when systems are out of production. Engineering and technical support capabilities include the following functions:

(1) Conduct of logistics support analyses.

(2) Development and update of the maintenance concept, including the level of repair analysis (LORA).