National Guard Pamphlet 750-2

Maintenance of Supplies and Equipment

Army National Guard Aviation Logistical Program

Departments of the Army and the Air Force
National Guard Bureau
Arlington, VA 22202-3231
12 June 2009

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SUMMARY of CHANGE

NGP 750-2
Army National Guard Aviation Logistical Program
12 June 2009

This is a complete re-write of NG Pam 750-2. Listing of all changes is not feasible. However major changes are listed.

- Establishes the purpose and the requirement for revised business practices for the ARNG Aviation Logistical Program (Foreword).
- Summarizes the background of the ARNG Aviation Logistical Program (Para 1-3).
- Specifies and defines the authority for Command and Control/Operational Control of ARNG Aviation units (Para 1-4).
- Specifies the responsibilities for DA, AMC, NGB, and the ARNG Aviation organizations (Para 1-6).
- Species staff visits and technical assistance requirements (Para 1-8).
- Specifies responsibilities of the State Army Aviation Officer (Para 2-1)
- Specifies and defines ARNG Army Aviation Support Facility (AASF) and MTOE unit logistical responsibilities and operations (Para 2-2, 2-3, 2-4, 2-5, and 2-6)
- Specifies and defines TASM-G/AVCRAD logistical missions, operations, and maintenance program requirements (Para 3-1, 3-2, 3-3, and 3-4).
- Specifies and defines ARNG Aviation supply support operations (Para 4-1, 4-2, 4-3 and 4-4).
- Defines ARNG Flying Hour Funding requirements for Class IX Repair Parts (Para 4-5)
- Establishes and defines the TASM-G/AVCRAD Continuity of Operations Plan-COOP (Para 4-6)
- Establishes TASM-G/AVCRAD report requirements (Para 5-1, 5-2, and 5-3)

Foreword

The purpose of this pamphlet is to provide policy, direction, guidance, and procedures for the Army National Guard (ARNG) Aviation Logistical Support requirements to increase and sustain the readiness of ARNG aviation units and aircraft systems. The Army National Maintenance Management (NMM) Program requirements, implementation of two levels of maintenance (field and sustainment), the National Maintenance Program (NMP) requirements, and the implementation of Single Stock Fund (SSF) required the ARNG Aviation Logistical Program to review and analyze past and current business practices for the ARNG Aviation support requirements. Therefore, this pamphlet addresses the revised ARNG Aviation Logistical Business Practices to support the ARNG Aviation Maintenance and Readiness Program. These revised business practices include:

- MTOE unit, Army Aviation Support Facility (AASF), and Theater Aviation Sustainment Maintenance Group/Aviation Classification Repair Activity Depot (TASM-G/AVCRAD) logistical support, and readiness requirements to insure the Unit Commander's ability to execute the Flight Hour Training Program, and assigned missions.
- Implementation, integration, and operation of NMM, NMP, and SSF (while maintaining unit, AASF, and TASM-G/AVCRAD integrity) TASM-G/AVCRAD customer logistical base, fiscal solvency, training and qualification requirements, and aviation program readiness are integral requirements for successful operations of the ARNG Aviation Logistics Program.

The contents of this pamphlet address the ARNG Aviation Logistical Support requirements. These requirements will be accomplished in accordance with applicable Headquarters, Department of the Army (HQDA), National Guard Bureau (NGB), Army Materiel Command (AMC), and states regulations and requirements.

The NGB Army Aviation and Safety Division (NGB-AVS), State Army Aviation Officers (SAAOs), Army Aviation Support Facilities (AASFs), MTOE units and the TASM-G/AVCRADs are responsible for their individual and collective requirements to ensure the successful implementation and operation of these pamphlet requirements.

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Departments of the Army and the Air Force ***NG Pam 750-2**
National Guard Bureau
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12 June 2009

Maintenance of Supplies and Equipment

Army National Guard Aviation Logistical Program

By Order of the Secretaries of the Army and the Air Force:

CRAIG R. MCKINLEY
General, USAF
Chief, National Guard Bureau

Official:

GEORGE R. BROCK
Chief, Strategy and Policy Division

History. This is a total rewrite of the existing pamphlet, dated 18 September 1987 which is hereby superseded. Because the regulation has been extensively revised, the changed portions have not been highlighted.

Summary. This pamphlet provides the responsibilities, policies, operations, and management of the ARNG Aviation Logistical Program for Modified Table of Organization and Equipment (MTOE) Units, Army Aviation Support Facility (AASFs) and Theater Aviation Sustainment Maintenance Group/ Aviation Classification Repair Activity Depot (TASM-G/AVCRADs).

Applicability. This regulation applies to the ARNG, the Active Army, the US Army Reserve, and other services contributing to the ARNG Aviation Logistical Program.

Proponent and Exception Authority. The proponent of this regulation is the Chief, NGB-AVS-A. The proponent has the authority to approve exceptions to this regulation that are consistent with controlling law and regulation.

Management Control Process. This regulation contains management control provisions and identifies key management controls that must be evaluated.

Supplementation. Supplementation to this regulation is prohibited without prior approval from National Guard Bureau, ATTN: NGB-AVS-A, 111 S. George Mason Drive, Arlington, VA 22204-1382

Suggested Improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publication and Blank Forms) to Chief, National Guard Bureau, ATTN: NGB-AVS-A, 111 S. George Mason Dr., Arlington, VA 22204-1382

Distribution: A

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Chapter 1
Introduction

1-1. Purpose
The purpose of this pamphlet is to provide policy, direction, guidance and procedures concerning the operations and requirements of the Army National Guard (ARNG) Aviation Integrated Logistics Program to support the readiness of ARNG units and aircraft systems, operate and manage the ARNG Aviation Single Stock Fund (SSF) requirements, implement two levels of maintenance (field and sustainment), operate and manage applicable support to the Army's National Maintenance Program (NMP), and train for mobilization requirements.

1-2. References
Required and related publications and prescribed and referenced forms are listed in the appendix.

1-3. Explanation of abbreviations and terms
Abbreviations and special terms used in this regulation are explained in the glossary.

1-4. Background
a. Headquarters, Department of Army (HQDA) message 140623Z July 1999 established the National Maintenance Management (NMM) Program. This program established two categories of maintenance management – field category and national category. Subsequent HQDA guidance has changed field category to field level and national category to sustainment level.

b. The field level of maintenance focus is on near term readiness with repair and return to the user repaired to TM Standards.

c. The sustainment level of maintenance focus is on sustainment readiness with repair and return to the Army supply system and consists of organic depots, industrial base contractors, and qualified other depot activities [e.g. ARNG Aviation Classification Repair Activity Depot (TASM-G/AVCRAD)]. Repairs will be made to the National Maintenance Program standards.

d. The ARNG Aviation Maintenance Program is designed to provide support for ARNG unit and aircraft readiness, train for mobilization requirements, and perform NMP work as negotiated among NGB-AVS, Theater Aviation Sustainment Maintenance Group/Aviation Classification Repair Activity Depot (TASM-G/AVCRADs), and applicable Life Cycle Management Commands (LCMCs).

e. The primary mission of the ARNG Aviation Program is to support ARNG units and aircraft readiness requirements. In addition, the TASM-G/AVCRADs may perform NMP work in support of the Army Supply System. Training for mobilization mission requirements is contained in both the primary and additional mission.

f. ARNG Aviation maintenance organizations are:

(1) Modified Table of Organization and Equipment (MTOE) units.

(a) Field level maintenance.

(b) Traditional ARNG Military Personnel.

(2) Army Aviation Support Facility (AASF).

(a) Maintain aircraft readiness.

(b) Train ARNG Personnel.

(c) Field level maintenance.

(3) Theater Aviation Sustainment Maintenance-Group, Aviation Classification Repair Activity Depot (TASM-G/AVCRAD)

(a) Regional support for ARNG aircraft systems.

(b) Back up field level maintenance.

(c) Sustainment level maintenance (NMP Work).

(d) Required Depot – Required depot maintenance is depot repairs performed by the TASM-G/AVCRADs to Depot Maintenance Work Requirement (DMWR) standards in support of the readiness of the ARNG aircraft in accordance with applicable Specialized Repair Authority (SRA), one time repair (OTR), Maintenance Engineering Call (MEC) and Maintenance Engineering Order (MEO) authority as approved by Army Materiel Command (AMC) and applicable LCMCs.

(e) Operation of the Army Working Capital Fund (AWCF) Authorized Stockade List (ASL) located at each TASM-G/AVCRAD.

(f) ARNG Aircraft Paint/Corrosion Control Program.

(g) ARNG OCM Program.

(h) Special Reimbursable Programs funded by Aviation Missile Command (AMCOM)/ Communication Electronics Command (CECOM)/Tank Automotive and Armament Command (TACOM).

(i) Full-time and temporary technicians, AGR, state employees, contractors, and traditional ARNG military personnel.

1-5. Authority

Command and Control and Operational Control:

a. Command and control for all ARNG units and activities is the responsibility of the State Adjutant Generals.

b. Operational control is the responsibility of NGB-AVS in coordination with the State Adjutant Generals. Operational control addresses ARNG Aviation direction, guidance, plans, funds, workload, special programs, aircrafts distributions, readiness reporting, procurement of Special Tools and Test Equipment (STTE), etc.

c. NGB-AVS-A will reestablish a current memorandum of agreement to address mission roles, communications, authority, and responsibilities for the management of the ADMRU among the CG AMC, CG AMCOM, Chief National Guard Bureau, and the Aviation Depot Maintenance Roundout Unit (ADMRU) State Adjutant Generals.

1-6. Responsibilities

a. HQDA.
   (1) Policy.
   (2) Direction.
   (3) Guidance.
   (4) Support for ARNG Aviation Requirements.

b. AMC.
   (1) Policy and guidance for NMM, NMP and the AWCF ASL operated by the TASM-G/AVCRADs.
   (2) Support for ARNG Aviation Requirements.
   (3) Policy for TASM-G/AVCRAD and Aviation Intermediate Maintenance (AVIM) Unit Training.
   (4) Assistance/Evaluation/Acceptance of TASM-G/AVCRAD ISO 9001:2000 Program by National Logistics Qualification Office AMC.

c. US Army Aviation and Missile Command (AMCOM).
   (1) Provide ADMRU mobilization planning, training guidance, training assets, and training evaluation.
   (2) Identification of potential NMP work and Product Verification Audits (PVAs) for TASM-G/AVCRADs' capability to perform NMP work.
   (3) Acceptance and support for ARNG Requirements.

d. National Guard Bureau (NGB).
   (1) Dual responsibility as Department of Army Element and Major Army Command (MACOM).
   (2) Policy, Plans, Direction, Guidance, and Funds.
   (3) Operational Control in concert with State Adjutant Generals.
   (4) Implementation of ARNG Aviation support requirements, NMM, NMP, and SSF requirements.
   (5) Assist ARNG Aviation units in preparation for mobilization mission requirements

e. ADMRU, AASFs, MTOE units
   (1) Plan, execute, and operates NGB/AMC/AMCOM Policies, plans and guidance.
   (2) Provide support to ARNG units and aircraft systems.
   (3) Implement and operate applicable NMM, NMP, and SSF requirements.
   (4) Train for mobilization.

1-7. ARNG Aviation Logistics Support Requirements

a. The summary of ARNG Aviation Logistical Support Requirements are as shown:
   (1) Primary mission:
   (a) Support ARNG Aviation unit and aircraft readiness.
   (b) Provide maintenance and supply program requirements.
   (c) Train for mobilization mission requirements.
   (2) MTOE units maintenance requirements:
   (a) Field level of maintenance (Near term readiness of unit equipment) in accordance with (IAW) applicable technical maintenance manuals; constrained by available time and trained personnel.
   (b) Train for mobilization.
   (3) AASF maintenance requirements:

(a) Back up field level maintenance support for applicable MTOE units (near term readiness of ARNG Aviation equipment and aircraft systems) IAW applicable technical maintenance manuals, available tools, test equipment and trained personnel.

(b) Provide maintenance and supply program support for MTOE unit requirements.

(4) TASM-G/AVCRAD Maintenance Requirements:

(a) Backup field level maintenance near term readiness of ARNG Aviation equipment and aircraft systems IAW applicable technical maintenance manuals.

(b) Required depot maintenance in accordance with applicable DMWR tasks and/or other applicable depot standards – as authorized by SRAs, MEOs, MECs and OTRs in support of ARNG Aircraft Systems.

(c) Reparable Management (RM) Program support to ARNG customers.

(d) Repair and return to ARNG customers for end items and applicable components.

(e) Special AMCOM/CECOM/TACOM Program support as required (reimbursable work).

(f) Operate the AWCF ASL located at each TASM-G/AVCRAD.

(g) NMP work as coordinated and approved by NGB/AMC/AMCOM/CECOM/TACOM (reimbursable work).

(h) Train for mobilization mission requirements.

b. Aviation Ground Support Equipment (AGSE) and STTE.

(1) AGSE and STTE will be maintained at the AASF and TASM-G/AVCRAD by the Technician Aircraft Mechanic, and/or MTOE unit personnel.

(2) When maintenance requirements exceed the capability of assigned personnel, the AGSE and STTE may be work ordered to the State Combined Support Maintenance Shop.

(3) Logbooks will be maintained as required by applicable Army Regulations (ARs) and Technical Manual (TMs).

(4) Much of the MTOE unit equipment (to include AGSE and STTE) maybe hand receipted to the AASF for full-time use for performance of the AASFs missions to support the readiness of ARNG aircraft systems. When the MTOE unit is mobilized, all the MTOE unit equipment must be deployed with the owning MTOE unit. Therefore, the AASFs capability to provide required support is reduced. As such, NGB-AVS-A will address the new reduced AASF capability by increasing the AASF Table of Distribution Allowance (TDA) Equipment though other resources.

(5) The use of personnel tools are not authorized in any ARNG Maintenance Activity (MTOE unit, AASF, and TASM-G/AVCRAD). Therefore, AASF TDAs will authorize the procurement and retention of Army Authorized Mechanic Tool Sets commensurate with Aircraft Flight Line and Shop Maintenance requirements. Facility Commander/Supervisor may configure total sets to meet local requirements (within reasonable costs while meeting the standards for tools used for Army Aviation Maintenance.) These tool sets will become AASF Property, accounted for on the AASF Property Records (with non-standard line item number as applicable) and will not deploy with the supported MTOE units.

c. US Army Logistics Assistance Program (LAP).

(1) AR 700-4 establishes policy and procedures and outlines the organizational structure for the Army Logistics Assistance Program. The regulation applies to the Active Army, ARNG, and the US Army Reserve (USAR), unless otherwise stated.

(2) The US Army LAP is orientated to the early detection and resolution of logistical related problems that affect unit and/or material readiness.

(3) The US Army LAP provides commanders with technical guidance necessary to resolve weapon systems, equipment, and systemic logistics problems; and provides commanders with a single point of contact (POC) for logistical assistance.

(4) The LAP is designed to improve and sustain the readiness of material systems and logistics support of the Active Army, Army National Guard (ARNG), and the USAR.

(5) Logistics Assistance Representatives (LARs) are located at major installations, posts, camps, and stations; to include commands at corps, divisions, brigades, and at the TASM-G/AVCRAD. LARs will provide commands the following services:

(a) Advice and guidance to assist in attaining and sustaining material readiness.

(b) Training assistance in all areas of logistics. Training will supplement not replace individual and Unit Training.

(c) May perform hands on maintenance to resolve unique readiness situations or to effect substantial cost savings; subject to approval of the providing Major Subordinate Command (MSC), LCMC, and the applicable commander.

(d) Timely information on the effectiveness of material and support systems in field.
(e) Comply with host Command regulations and requirements.

1-8. Supply Operations
Chapter 4 of this pamphlet details the ARNG Aviation Supply Operations required for supporting unit, AASF, and TASM-G/AVCRAD requirements.

1-9. Staff Visits and Technical Assistance
a. NGB-AVS-A in concert with the HQ Aviation Depot Maintenance Roundout Unit (HQ ADMRU), TASM-G/AVCRAD Commanders, and SAAOs (within each TASM-G/AVCRAD region) will conduct work load conferences for review and analysis of current and planned TASM-G/AVCRAD maintenance program requirements:
(1) March of each fiscal year to review current fiscal year maintenance program status and plan for the remainder of the fiscal year.
(2) July of each fiscal year to review the current fiscal year maintenance program and plan for the next fiscal year maintenance requirements.
b. NGB-AVS-A will conduct an annual on-site visit to each TASM-G/AVCRAD to assist in the review and analysis of TASM-G/AVCRAD Logistical Program effectiveness and problems displayed from the management indicator reports, Financial (50/50 reports) and maintenance reports required by separate correspondence.
c. NGB-AVS-A will conduct annual on-site visits to each TASM-G/AVCRAD to assist with the Dollar Cost Banding Annual ASL review.
d. TASM-G/AVCRAD Commanders will perform staff visits and technical assistance on-site visits to applicable AASFs as required and/or requested by supported SAAOs.

Chapter 2
AASF and MTOE Unit Logistical Operations

2-1. Responsibilities
a. State Army Aviation Officer (SAAO):
(1) The SAAO responsibilities encompass the overall centralized management of the applicable state's ARNG Aviation Program as a Special Staff Officer for the Adjutant General.
(2) The SAAO is responsible for the management of all facets of the State Army Aviation Program (e.g. aircraft maintenance/readiness, budgets, facilities, training, standardization, safety, the AASF(s) within the state, etc.)
(3) The SAAO is responsible for all Aviation Logistical Requirements (except for TASM-G/AVCRADs) in their state to ensure the readiness of ARNG aviation units, aircraft, and related equipment.
(4) The SAAO is the Adjutant General's Aviation Representative and Advisor for all Units (except TASM-G/AVCRADs) with aviation assets.
(5) The SAAO insures the legal, efficient, and safe management of state aviation assets.
(6) The SAAO in conjunction with aviation unit commanders is responsible for the maintenance and readiness of aircraft and allied systems assigned to state units.
b. AASF Commanders:
(1) The AASF Commander is responsible for all management of the AASF requirements.
(2) Maintenance and readiness of aircraft, aircraft sub systems, and allied systems.
(3) AASF supply support requirements.
(4) AASF facility management and personnel management.
(5) Additional Flight Training Program for support of MTOE unit personnel training.
(6) Other duties which are outside the requirements of this pamphlet.
c. Unit Commanders:
(1) Individual maintenance and supply training requirements for their mobilization mission.
(2) Within time and resource constraints, the maintenance and readiness of unit aircraft and MTOE equipments.

2-2. AASF Operations

a. AASF Missions:

(1) Provide aircraft and equipment readiness.

(2) Train and utilize MTOE/TDA personnel.

(3) Conduct flight training and operations.

(4) Perform field level maintenance as depicted in the Maintenance Allocation Charts (MAC) of the applicable -23 Technical Manuals. Limited by available tools, test equipment, and trained personnel.

b. AASF Requirements:

(1) Production support (plan, schedule, document, automation).

(2) Daily inspections.

(3) Special inspections.

(4) Periodic and/or recurring special inspections (2408-18).

(5) Unscheduled maintenance.

(6) Forms and records.

(7) Phase maintenance.

(8) Time change components.

(9) Material services (supply support, tool room operations, POL management and services, ground support equipment management, test measurement and diagnostic equipment support, hazardous materials services, facilities management and maintenance services, and central issue facility operations).

(10) Airfield services.

(11) Aircraft flight preparations, inspection and fault corrections.

(12) Start/Run-up of aircraft.

(13) Secure aircraft, ground handle aircraft, and aircraft storage.

(14) Avionics, armament, and electronic inspections, repairs, and services.

(15) AASF repair parts requirements will be supported from AASF Bench Stock, Shop Stock, Unit prescribe load lists (PLLs), and TASM-G/AVCRAD AWCF ASL.

c. AASF Functional Guidelines include:

(1) Inspecting and servicing to include daily, periodic or phase, and special inspections.

(2) Troubleshooting of malfunctions to identify and correct deficiencies using technical manuals, built-in test equipment, and Test Measurement and Diagnostics Equipment (TMDE).

(3) Performing all necessary functions associated with the level of maintenance authorized to bring aircraft to a fully operational status.

(4) Accomplishing airframe repairs that do not require extensive disassembly (removal of major assemblies, alignment fixtures, special fixtures, and/or expenditures of significant number of man-hours).

(5) Performing aircraft weight and balance inspections.

(6) Applying modifications whenever required and authorized by appropriate authorities.

(7) Performing aircraft recovery and evacuation of aircraft beyond organic maintenance capabilities.

(8) Evacuating unserviceable reparable components, modules, and end items as required.

(9) Performing all necessary authorized repairs of supported aircraft systems and avionics/navigational/electronic equipment.

(10) Maintenance exceptions to the guidance in paragraph (1) through (9) above must be coordinated with the supporting TASM-G/AVCRAD and approved by the Army National Guard Aviation and Safety Division (NGB-AVS).

2-3. Limited AASF (Army Aviation Flight Activity and Army Aviation Operating Facility)

a. The limited AASF shall perform:

(1) Field level maintenance.

(2) Tasks designed to prevent deteriorations of equipment and those repairs and replacement of components required to maintain the aircraft operational status.

b. Army Aviation Flight Activity and Army Aviation Operating Facility functions include:

(1) Inspecting and servicing to include daily, periodic or phase, and special inspections.

(2) Troubleshooting of malfunctions to identify and correct deficiencies using technical manuals, built-in test equipment and TMDE.

(3) Performing all necessary functions associated with the levels of maintenance authorized to bring aircraft to a fully operational status.

(4) Obtaining necessary support from parent AASF whenever maintenance actions are beyond organic capabilities.

(5) Coordinating recovery and evacuation of aircraft with parent AASF.

(6) Evacuating unserviceable/reparable components/modules and end items beyond organic capabilities to the parent AASF or TASM-G/AVCRAD as agreed with parent AASF.

(7) Performing all necessary repairs of supported weapons systems and avionics/navigation electronic equipment within authorized equipment constraints.

(8) Maintenance repair outside the guidance in paragraph (1) through (7) above must be coordinated with supporting AASF/TASM-G/AVCRAD and approved in writing by NGB-AVS.

2-4. AASF TDAs

a. AASF TDAs are stand-alone "AA" equipment authorization documents.

b. The personnel to utilize the equipment are provided from unit MTOEs and Full Time Manning documents provided by the National Guard Bureau (NGB).

c. AASF TDA equipment authorizations are to supplement the MTOE equipment of Units assigned to the AASF and to allow those MTOE units to mobilize and deploy with all their required equipment; while maintaining AASF operational requirements.

d. A concentrated effort is required by all SAAOs, AASF supervisors, the applicable state Force Management Office, and the NGB Force Management Division to ensure that AASF TDAs do not replace or duplicate all MTOE unit equipment.

e. Request for changes, modifications, or revision to AASF TDAs will be submitted to the NGB Force Management Division in accordance with applicable state's policy and procedures.

2-5. The Army Material Status System (AMSS)/DA Form 1352 Reports

a. All Army aircraft will be reported in accordance with AR 700-138.

b. The Army Material Status Systems (AMSS) Report and DA Form 1352 Report provide HQDA, NGB-AVS, and ARNG commanders at all levels with accurate reporting of aircraft inventory, status, and flying time.

c. Commanders of units and organizations that own Army Aircraft will submit reports electronically by Unit Level Logistics System – Aviation (ULLS-A)/AMSS; or if not fielded with ULLS-A/AMSS the reports will be submitted manually on DA Form 1352.

d. ARNG reports will be submitted to NGB-AVS-A on or before the 18th of each month.

e. Commanders at all levels will appoint a Logistics Readiness Officer to:

(1) Keep the Commander aware of the equipment readiness status of the unit.

(2) Ensure accurate and timely equipment readiness reporting.

(3) Ensure that required reports are prepared and forwarded through appropriate command levels to the National Collection Point (AMC Logistics Support Activity) in compliance with AR 700-138.

(4) Assist the commander in the detection and correction of equipment readiness reporting deficiencies.

f. Commanders at each level will review and analyze their unit's AMSS or DA Form 1352 report submissions to ensure accurate reporting prior to submitting the data to Logistics Support Activity.

2-6. ARNG Aircraft Transfer

a. Coordination between the losing and gaining activities must be accomplished prior to movement of an aircraft.

b. All items listed on DA Form 2408-17 must be transferred with the aircraft. Standard avionics will be transferred to the gaining unit. All ASE will be transferred to the gaining unit.

c. Shortages due to supply or maintenance actions must be noted on the transfer document.

d. All Non-Standard modification must have an airworthiness release.

e. Flight safety will not be compromised. Aircraft will not be accepted or flown when any item of equipment has defects with safety of flight implications (DA Pam 735-751).

f. If a maintenance test flight is required, an authorized Test Pilot will perform the test flight IAW TC-1-210.

g. Deviations from any of the above requirements must be coordinated with the applicable NGB-AVS-A point of contact.

Chapter 3
TASM-G/AVCRAD Logistical Requirements

3-1. TASM-G/AVCRAD Mission

a. The TASM-G/AVCRAD primary mission is to perform back up field level maintenance to support the readiness of ARNG units and aircraft systems, and authorized depot maintenance; which includes Inspect and Repair IAW applicable Depot Maintenance Work Requirements (DMWRs) and/or new depot work standards. The authorized depot maintenance is the same type and level of maintenance the TASM-G/AVCRADS are expected to perform upon mobilization. Authorized depot maintenance is depot tasks performed by the TASM-G/AVCRADs to DMWR standards in support of the readiness of ARNG aircrafts authorized by applicable SRAs, MEOs, MECs and OTRs.

b. Back-up field level maintenance is repair and return to the ARNG customer (airframe, other end items, subsystems and components).

c. In addition the TASM-G/AVCRAD may provide sustainment level maintenance support to the Army's supply system by performing National Maintenance Program (NMP) work for LCMCs as negotiated among NGB-AVS, TASM-G/AVCRADs and applicable LCMCs.

d. The TASM-G/AVCRADs will provide supply support IAW the requirements detailed in Chapter 4 of this pamphlet.

e. The TASM-G/AVCRADs may perform reimbursable special project work for LCMCs as negotiated and funded by the applicable LCMC.

f. The TASM-G/AVCRADs will train for mobilization mission requirements IAW the contents of Chapter 8 of the AMC Business Process Manual (BPM) and the contents of this pamphlet while performing their primary missions, reimbursable NMP and special projects for the LCMCs.

3-2. TASM-G/AVCRAD Operations

a. The four TASM-G/AVCRADs, HQ ADMRU, TASM-G/AVCRAD Supported States, TASM G/AVCRAD State Staffs and NGB-AVS will operate as a partnership to accomplish the ARNG maintenance and supply missions in support of the ARNG Aviation Integrated Logistics Support Program.

b. The TASM-G/AVCRAD Primary Repair Philosophy is for support of ARNG requirements. Annual Maintenance Man Hours (AMMH) goals are:

(1) 70-75% of TASM-G/AVCRAD total AMMHs will be utilized for the support of ARNG requirements (25-30% for NMP work and special projects)

(2) Overhaul and/or rebuild will not be accomplished while performing ARNG support requirements.

(3) Phase maintenance inspections will normally be accomplished by AASF Phase Maintenance Teams. The TASM-G/AVCRADs will provide back-up phase maintenance contact teams or coordinate contractor phase team support (if required) at the supported AASF, TASM-G/AVCRAD and/or contractor sites.

(4) When required, contract phase maintenance support will be authorized by NGB-AVS-A.

(5) TASM-G/AVCRAD maintenance work centers repair parts requirements will be supported from TASM-G/AVCRAD Bench Stocks, Shop Stocks and the AWCF ASL.

c. TASM-G/AVCRAD NMP work:

(1) NMP Work is support to the Army Supply System and allows the TASM-G/AVCRADs to be relevant to AMC/Army requirements, may provide readiness support to ARNG units and aids in accomplishing TASM-G/AVCRAD mobilization training requirements.

(2) NMP work is reimbursable work funded by the applicable LCMC, which provides funds for employments of TASM-G/AVCRAD Temporary Technicians and/or Contractor Personnel.

(3) NMP work will be negotiated work by National Stock Number (NSN) among AMC, LCMCs, NGB-AVS, and TASM-G/AVCRADS.

(4) TASM-G/AVCRADs must be ISO 9001:2000 Complaint.

(5) TASM-G/AVCRADs will be technically certified for each NSN to be worked by the applicable LCMC.

(6) NMP work will be accomplished IAW applicable LCMC work standards.

3-3. TASM-G/AVCRAD Maintenance Program Requirements

a. The TASM-G/AVCRAD back-up Field Maintenance and Required Depot Maintenance Program supports the requirements of the ARNG Aviation Program. Active Army, USAR, and other State/Federal Agency support is only authorized after ARNG requirements have been satisfied. Any support for non-ARNG agencies will be reimbursed

in accordance with the applicable TASM-G/AVCRAD Cost Map Data. The approval authority for all non-ARNG work is NGB-AVS-A.

b. Phase Maintenance is not a primary mission of the TASM-G/AVCRADS. When required, back-up phase maintenance support to the AASF can be accomplished at the TASM-G/AVCRAD or by TASM-G/AVCRAD contact teams on-site at the AASF. TASM-G/AVCRAD M-Day personnel will be used to the maximum extent to accomplish phase maintenance by the TASM-G/AVCRADs. Additionally, civilian contract maintenance support may be utilized upon approval of NGB-AVS-A.

c. Upon receipt of any component work order request, the TASM-G/AVCRAD will conduct a quality technical inspection within 3 working days to determine the proper disposition of the components.

d. Any aircraft that is inducted into the TASM-G/AVCRAD will only have the repairs requested on the AASF/unit work order and safety of flight requirements performed.

e. Upon receipt of any airframe work order request, the TASM-G/AVCRAD shall evaluate the request and notify the customer of the request's status within 5 working days. Notifications will include projected dates for induction or contract team arrival.

f. Time starts when the aircraft arrives at the TASM-G/AVCRAD, not when it is inducted for maintenance.

. Upon TASM-G/AVCRAD completion of the initial inspection, the customer will be notified of the expected completion date.

g. The estimated completion date will be recalculated when the airframe has been disassembled to the fullest extent and all necessary repair parts are on hand and the airframe is ready to be reassembled. The supported AASF will be notified of the recalculated estimated date.

h. Whenever an estimated aircraft repair time is determined to have increased by 20 percent or more from the original estimate, the TASM-G/AVCRAD shall notify the customer within three working days and provide the revised estimates.

i. Production control officers shall evaluate the appropriate disposition of any component which is expected to exceed the estimated repair time due to non-availability of repair parts, man power, TMDE, special tools and test equipment; and any other factor that impacts on the timely and/or cost effective repair of the component. Exceptions to the non-availability of parts and/or long lead time from the supply system will be at the discretions of the TASM-G/AVCRAD Commander.

j. Compliance with Aviation Safety Action Messages, and DA Form 2408-18 items that become due after the customer aircraft arrives at the TASM-G/AVCRAD are the responsibility of the TASM-G/AVCRAD.

k. The TASM-G/AVCRAD Reparable Management (RM) Program which is managed by the Aviation Roundout Maintenance Management Information System (ARMMIS) is a major customer of the AVCRADs maintenance work centers. During the semi-annual NGB-AVS-A and TASM-G/AVCRAD workload conference, the RM Program will be addressed to determine what components need to be included in the RM program at each TASM-G/AVCRAD Centers of excellence.

l. The performance of NMP work by the TASM-G/AVCRADS [Depot maintenance support to the Army Supply System] will be negotiated among NGB-AVS, the TASM-G/AVCRADs and the applicable LCMC. Negotiated workloads by NSN will be assigned by the applicable LCMC IAW Chapter 3 of the AMC BPM. Each TASM-G/AVCRAD must be technically certified by the applicable LCMC (Tools and Test Equipment, Trained Personnel, Adequate Facilities, etc).

m. Non-destructive testing is a priority TASM-G/AVCRAD requirement. Requirements, procedures, equipment, training etc. will be coordinated between NGB-AVS-A and the TASM-G/AVCRADs and will be published in a separate document.

3-4. TASM-G/AVCRAD SRA and OTR/MEC Authority for Performance of Depot Level Maintenance Tasks

a. An SRA is defined as a delegation of authority by the LCMC to perform limited and specific depot maintenance tasks for a period not to exceed one year. The type of depot maintenance tasks that can be accomplished under a SRA pertains to end items; as well as major assemblies and components with a maintenance repair code (MRC) of D or L.

b. An OTR/MEC authority provides the TASM-G/AVCRAD Commander the authority to perform a specific depot-level repair on a critically needed item of equipment when it is the ARNG's operational interest to have TASM-G/AVCRAD personnel accomplish the repair and the TASM-G/AVCRAD demonstrate that there is a clear readiness enhancement. All OTRs/MECs will use TASM-G/AVCRAD funds to support the OTR requirements.

c. SRA and OTR/MEC requests will be prepared by the TASM-G/AVCRAD IAW Chapter 3 of AR 750-1.

Chapter 4
ARNG Aviation Supply Support Operations

4-1. Introduction

a. The objective of this chapter is to provide the TASM-G/AVCRADs and supported states guidance and direction to insure the desired operation of the ARNG Aviation supply support requirements.

b. SSF is a Headquarters, Department of Army business process reengineering initiative to improve the logistics and financial process in the AWCF, Supply Management Army (SMA) business area. SSF merges wholesale and retail elements of the AWCF SMA into a single nationally managed fund.

c. The primary objective of SSF in the ARNG Aviation Program is to achieve a seamless logistics and financial system, extending from the national level down through the state/division and TASM-G/AVCRAD ASL which is characterized by four strategic SSF objectives:

(1) Provide single point of sale.

(2) Provide a single, annualized credit process.

(3) Provide an Integrated Requirements Determination and Execution Process for Inventory Management.

(4) Provide National Maintenance Management that integrates strategic and operational maintenance decisions at the National Depots, National Maintenance Centers, and the TASM-G/AVCRADs.

d. After SSF implementation, Army Integrated Material Management Centers will determine stockage position and secondary item requirements for Army managed items. Requisitions for all Army managed items will be processed through the Integrated Material Management Centers. The National Manager will accept material returns directly from the customer and will apply credit for Army managed items in accordance with Army policies. Credit for Non-Army managed Items (NAMI) will be in accordance with the applicable policies of the central manager.

e. The ARNG is committed to the successful implementation and operation of SSF and the NMM Program in order to sustain aviation readiness in the ARNG and realize the efficiencies to be gained through the use of a single seamless logistics and financial system extending down to the user. ARNG Aviation SSF goals are:

(1) To mitigate the impact of SSF Business Rules on ARNG Aviation operations.

(2) To modify ARNG Aviation business practices where appropriate.

(3) To ensure that automated solutions are effective and efficient for ARNG Aviation business practices.

(4) To develop technical solutions to ensure a smooth transition and operation of SSF requirements while supporting ARNG Aviation unique requirements.

(5) To assist the Army in the transition to and the operation of SSF now and into the future.

(6) To maintain and improve the readiness of ARNG Aviation Units and Aircraft Systems.

4-2. General

a. The role of the AWCF Aviation ASL located at the TASM-G/AVCRADs is to provide ARNG customer support to maintain unit and aircraft readiness and to provide efficient and timely customer support. The TASM-G/AVCRADs will operate the AWCF ASL in support of the ARNG Aviation Program requirements. The AWCF ASL customers are the ARNG Aviation MTOE units, AASFs and the TASM-G/AVCRADs.

b. Local purchase as a source of supply may be used by the TASM-G/AVCRADs and AASFs to satisfy requirements; however, flight safety parts must be regulated in accordance with current directives and regulations. Document History Addition (DHA) reports must be submitted through Standard Army Retail Supply System (SARSS)-1 and SARSS 2A/C to the Central Demand Data Base (CDDB) for input into the flying hour cost factor requirements.

c. Reclaimed components used to satisfy demands from aircraft being removed from the ARNG inventory must be documented by a DHA to the CDDB. The reclaimed component program is separate and distinct from the "Controlled Exchange Program."

d. A Partnership among NGB-AVS, the TASM-G/AVCRADs, SAAOs, AASFs, Unit Commanders, and State USPFO/DOLs is paramount to insure the successful application of SSF requirements to sustain the required readiness of ARNG Aviation Units and Aircraft Systems.

4-3. Procedures

a. TASM-G/AVCRADs will operate the regional AWCF ASL for ARNG Aviation supply support. Units, AASFs and TASM-G/AVCRAD work centers will requisition all their Class IX requirements from the AWCF ASL.

b. TASM-G/AVCRADs and AASFs shall maintain shop stocks to support their in house maintenance requirements as managed by ARMMIS.

c. Bench stock are authorized at each TASM-G/AVCRAD and AASF in accordance with the following requirements:

(1) Stock will not include major assemblies, sub-assemblies, and diagnostic parts/assemblies.

(2) TASM-G/AVCRADs are authorized to stock up to 15 days of supply for bench stocks.

(3) AASFs are authorized to stock up to 30 days of supply bench stocks.

(4) Bench stock will be reviewed every 180 days.

d. PLL stockage for Aviation Units will be the primary source of supply for Class IX repair parts to support training and augment the supporting AASFs' Shop Stock/Bench Stock in support of the Maintenance Mission.

(1) Stockage criteria is three demands initially to stock and one demand to retain in a 360 day period (use stockage code "DS")

(2) Stockage quantities will be based upon 15 days average "fill time."

(3) Consumable items such as nuts, bolts, screws, and other common hard work are not required to be stocked as part of the PLL. AASFs' bench stock will control this requirement.

e. Production line bench stock is authorized to support NMP work at the TASM-G/AVCRADs IAW AR710-2 Para 4-25 and Army Pamphlet 710-2-2 Chapter 20 for "Program Stock."

f. Financial aspects of the TASM-G/AVCRAD Supply Support Program.

(1) Customers will be charged the full FEDLOG price for all items/parts ordered from or issued from the AWCF ASL.

(2) Creditable items which are turned into the AWCF ASL/Depot will receive applicable credit which will be provided to the customer's pseudo funding account.

(3) For repair and return items, the customer will be charged the costs for piece parts required to repair the item from their pseudo funding account.

(4) Parts/Items obtained through reclamation by the TASM-G/AVCRADs will be issued to the ARNG customer at no cost. The TASM-G/AVCRAD will submit a DHA for the full FEDLOG price for the item NSN.

(5) The TASM-G/AVCRAD RM/RX Program requires the supported ARNG customer to exchange unserviceable reparable for serviceable items on a one for one basis. Supported customers will be charged the average repair cost for RM/RX items as established by ARMMIS and the TASM-G/AVCRAD Aviation Component, Repair Information Management Program.

(6) The TASM-G/AVCRAD [AWCF ASL] will charge the customer full FEDLOG price for replaceable unserviceable turn-ins which are washed out and/or coded not reparable at this station (NRTS) by the TASM-G/AVCRAD. The turn-in credit will be debited to the customer's pseudo account when received from the National Inventory Capitol Point.

(7) The TASM-G/AVCRAD requirement for repair parts to support the TASM-G/AVCRAD NMP and LCMCs special projects will be reimbursed by the applicable LCMC IAW the AMC Business Process Manual.

g. A concentrated maintenance effort is required to ensure that all components are repaired at the lowest economical cost and timely return to the ARNG or to turn-in to the AWCF ASL/Army depot based upon the following criteria:

(1) Capability to test and diagnose the items.

(2) Extent of repair required.

(3) Cost benefit to repair vs. purchase from AWCF.

(4) Anticipated credit.

(5) Readiness implications.

(6) TASM-G/AVCRAD backlog.

(7) Supply system response time.

4-4. State Emergency/National Disaster Class IX Funds

State USPFOs for TASM-G/AVCRAD supported states will transfer Class IX repair parts reimbursable funds received for State Emergences/National Disaster to the applicable TASM-G/AVCRAD USPFO for the repayment of Class IX repair parts funds used to support the applicable State Emergency/Disaster. Upon receipt of the funds, the TASM-G/AVCRAD USPFO will provide the reimbursable funds to the TASM-G/AVCRAD Pseudo Funding Account for reimbursement of the applicable state funds.

4-5. Flying Hour Funding for Class IX Repair Parts (DLR and Consumables)

a. The Assistant Secretary of the Army, Cost and Economics (ASAFM-CES) generates cost factors for the Army, ARNG, and USAR Aviation Program. These costs factors are a critical part of the process used to calculate flying hour funding requirements.

b. The cost factors are developed for each aircraft system and are based on Class IX demands and flying hours performed. The calculation for determining cost factors for a particular aircraft system is: fiscal year total demands divided by fiscal year total flying hours equals cost factor for that fiscal year (D/A-CF).

c. DHAs submitted by AASFs and TASM-G/AVCRADs for reclaimed components, local purchase, issues from the Defense Re-utilization office, etc may be measured by document number by aircraft system to include into the cost factor computation.

d. In order to make certain that ARNG cost factors reflect accurate cost data: SAAOs, AASFs and TASM-G/AVCRADs need to ensure that:

(1) All demands and DHAs are submitted timely and accurately.

(2) Timely reporting of flying hours and adhering to reporting requirements as a part of the daily activities are performed.

(3) Use Class IX funds only to purchase repair parts.

(4) Understand the process for computation of flying hour cost factors.

4-6. TASM-G/AVCRAD Continuity of Operations Plan (COOP)

a. Introduction. The TASM-G/AVCRADs are required to develop a Continuity of Operation Plan (COOP) to facilitate supply support activity operations during emergency situations and to provide the customers the capability to requisition and obtain repair parts from the TASM-G/AVCRAD ASL. The COOP is not a one-time project with an established start and end date; rather, a living document viable during any type of emergency situation disrupting normal Forward Distribution Point (FDP) operations. It is critical that the COOP be reviewed and tested regularly to ensure that all information is current, accurate and up to date. The TASM-G/AVRCAD COOP primary POC is the TASM-G/AVCRAD Commander and the alternate POC is the NGB-AVS-A Aviation Systems Branch Chief.

b. Purpose. The purpose of the TASM-G/AVCRAD-COOP plan is to establish a baseline plan to respond to any emergency situation outlining procedures for restoring time-sensitive automation operations; and to recover to full functional capacity as rapidly as possible. The COOP is prepared by the National Guard Bureau-Aviation Systems Branch and TASM-G/AVCRAD personnel using local FDP TASM-G/AVCRAD policy and Army Regulation 500-3 dated, April 2006.

c. Applicability and Scope. The COOP is applicable to all the TASM-G/AVCRADs and NGB-AVS personnel. The scope of this COOP is limited to the procedures followed after an emergency situation or critical event due to a natural disaster impairing the ability to provide FDP automation Class IX and ARMMIS fund management support to ARNG aviation units.

d. Policy. It is the policy of the TASM-G/AVCRADs to respond quickly in the event of an emergency or threat in order to continue essential functions providing FDP support to ARNG aviation units within the states and territories.

e. Objective. The objective of the COOP is to outline procedures in developing and executing a local COOP or a remote COOP ensuring the capability exists to continue essential TASM-G/AVCRAD business functions within 72 hours after a disaster or any emergency situation. The COOP objectives are to:

(1) Minimize disruptions to operations.

(2) Ensure the performance of mission essential functions and operations during an emergency situation/event.

(3) Maintain the automation SARSS records and connectivity with the NGB Corps Theater ADP Service Center (CTASC) server.

(4) Prioritize mission essential functions that cannot be deferred such as SARSS-1 support and ARMMIS fund management operations.

f. Operations and functions.

(1) The FDP and the ARMMIS Accounting Module are essential to the operations of the TASM-G/AVCRAD. Therefore, immediate execution of local COOP or remote COOP must take place within 72 hours after a disaster or an emergency situation.

(2) Mission Essential Personnel: The TASM-G/AVCRAD Supply Manager, SARSS Operator/Supervisor and Funds Manager are mission essential due to their roles supporting the TASM-G/AVCRAD Commander, NGB-AVS staff, and their respective regional units.

g. Roles and Responsibilities.

(1) TASM-G/AVCRAD Supply Managers, SARSS Supervisors, and Fund Managers:

(a) Ensure that requirements needed to relocate operation are current and available.

(b) Coordinate with the CTASC Manager and State DOIM before relocating SARSS-1 operations to ensure that adequate communication and network technology support are available and established.

(c) Ensure that respective regional customers, TASM-G/AVCRAD, USPFO, NGB-AVS, CTASC Manager, and NGB-ARL are notified.

(d) Establish COOP testing, exercise activities, and milestones for these activities.

(e) Update COOP at least annually or as required.

(f) Identify personnel to travel to COOP site and ensure that logistics and life support are available. Coordinate support from other FDP sites if necessary.

(g) Coordinate with NGB-AVS-A Senior Supply Management Representative for support.

(h) Assign COOP primary and alternate point of contact.

(i) Monitor and report progress of COOP to AVRCAD Commander, NGB-AVS Supply Representative, and NGB-AVS-A Branch Chief.

(j) Ensure that a weekly full systems backup is stored safely away from the main TASM-G/AVCRAD facility.

(2) SARSS support personnel at local and/or remote COOP sites.

(a) SARSS support personnel will ensure that the SARSS-1 can access the CTASC server.

(b) Notify the ARMMIS team at Letter Kenney Army Depot with the SARSS-1 new Internet Protocol Address (IP Address) information.

(c) Provide SARSS-1 login and password to ARMMIS system administrators.

(d) TASM-G/AVCRAD support personnel will travel to COOP site to assume operation of SARSS-1server. A minimum of three personnel is recommended to be temporarily assigned to the COOP site.

(e) Restore full system backup CD if necessary.

(3) ARMMIS Support Personnel (Letter Kenney Army Depot).

(a) Coordinate changes of IP Address and other network communication requirement with the COOP support personnel.

(b) Coordinate the requirements of re-programming ARMMIS to support the COOP SARSS-1 server.

(c) Ensure that ARMMIS 'Gold Disk' operating system is available and ready to use in the event that a new ARMMIS server is to be brought online.

(d) Ensure that the ARMMIS accounting module is operational, has the ability to receive and process requisitions from customer units.

(e) Report status of ARMMIS accounting module to key personnel and NGB-AVS staff.

(f) Monitor ARMMIS accounting module and report any discrepancies to the ARMMIS system administrator at NGB-AVS-A.

(4) Equipment.

(a) Local COOP site facility: Equipment will be provided by the TASM-G/AVCRAD to the local COOP site. The TASM-G/AVCRAD support personnel will travel with adequate automation equipment to operate a SARSS-1 server. The local COOP site will provide office space for personnel to work. The minimum equipment required to operate at the local COOP site are listed below:

(i) SARSS-1 Server

(ii) High Speed Printer

(iii) LAN Cables

(iv)Full System Backup CD

(b) In the event that equipment is not available, the TASM-G/AVCRAD will then use the remote COOP site facility.

(c) Remote COOP site facility: Equipment will be available at the REMOTE COOP site. The remote site will have adequate automation support to operate a SARSS-1 server and office space for personnel work.

(d) Concept of Operations. The COOP may be implemented due to known and unanticipated threats and emergencies.

(5) Operations. The TASM-G/AVCRAD will resume automated Class IX support to their regional customers 72 hours after any natural disaster or emergency situation.

(6) Types of COOP. There are two types of COOP, Local and Remote.

(a) Local COOP – The TASM-G/AVCRAD will execute a local COOP operation when the SARSS-1 equipment is fully operational, can be transported to an alternate location, and can resume operations without restoring a backup to the automation systems. The operation will be maintained by TASM-G/AVCRAD personnel on site. The designated local COOP site will be at the respective SARSS-2B site at the USPFO. The TASM-G/AVCRAD will coordinate with their SARSS-2B Manager in identifying a primary point of contact. The alternate point of contact is the Senior Supply Management Representative at NGB-AVS.

(b) Remote COOP – Remote COOP will be required if the local COOP site cannot support the TASM-G/AVCRADs automation requirement, the TASM-G/AVCRAD owned SARSS-1 systems is not operational, and restoration of system backup is necessary. The Remote COOP site is located at Building 6200 Camp Robinson, North Little Rock Arkansas, 72199. The primary POC is the CTASC Manager, and the secondary POC is the NGB-AVS-A Senior Supply Management Representative.

(7) ASL support.

(a) ARSS generated Material Release Orders will be faxed or emailed to the FDP site as required. The FDP will continue to provide ASL support to customer units. Warehouse personnel will process the MRO daily and ship parts to customer units using the appropriate Supply Management Account transportation fund cite.

(b) In the event the FDP is unable to pull parts within 48 hours, the SARSS-1 support team at the COOP site will process a material release denial (A6A) and keep records of the MRO on file. This process will recycle the requisitions back to the supply system and either will re-issue the item from another source of supply or establish a due-out.

h. Termination of Local or Remote COOP

(1) The TASM-G/AVCRADS will notify the NGB-AVS Senior Supply Representative POC when emergency no longer exists. NGB-AVS Senior Supply Representative will assist the TASM-G/AVCRAD support personnel team to terminate COOP if necessary.

(2) The TASM-G/AVCRAD support team will notify the ARMMIS support team at Letter Kenney Army Depot that the data can be migrated to the proper server and the SARSS IP address can be changed.

(3) The FDP Manager will collect all material release denials and conduct a NIIN-by-NIIN inventory to adjust stocks on hand.

(4) The FDP fund manager will ensure that changes on communication capabilities and network connectivity are complete.

(5) The TASM-G/AVCRAD Support Personnel Team will conduct an inventory of the automation equipment that was transported to the COOP site and ensure that the equipment is returned to the TASM-G/AVCRAD.

Chapter 5
TASM-G/AVCRAD Reports

5-1. Introduction

NGB-AVS-A has recurring requirements to determine and report Depot Maintenance Workload Distribution 50/50 financial reports and reports of maintenance performed by the TASM-G/AVCRADS. In addition, NGB-AVS-A and TASM-G/AVCRAD Commanders have the requirements to review and analyze TASM-G/AVCRAD functions and work center performance to determine and established bench-marks for the TASM-G/AVCRAD function and work centers performance.

5-2. Procedures

In order to assist in the accomplishment of these requirements, NGB-AVS-A will publish separate periodic report requirements to document and gather the following required data:

a. Depot Maintenance Workload Distribution Financial (50/50) Reports for all TASM-G/AVCRAD Depot Level Maintenance (MRC D or L) funded during the applicable reporting periods (Monthly, Quarterly or Annual as required by DAG-4).

b. Depot Level Maintenance Reports for all TASM-G/AVCRAD Depot Level Maintenance (MRC D or L) performed during the applicable reporting period (Quarterly and Annual).

c. Field Level Maintenance Reports for all TASM-G/AVCRAD field level (MRC O, F and H) performed by the TASM-G/AVCRADs during the applicable reporting period. (Quarterly and Annual).

d. Management indicator reports to measure the performance of TASM-G/AVCRAD functions and work centers for the applicable reporting period (Semi-annual and Annual).

5-3. Requirements

NGB-AVS-A and TASM-G/AVCRAD Commanders will review and analyze each periodic report to determine the following requirements:

a. Reports validity.

b. Determine problem areas.

c. Determine remedial actions to correct identified problem areas.
d. Implement corrective requirements to resolve problem areas.
e. Review and analyze future periodic reports to determine if problem areas have been corrected.
f. Prepare applicable changes to reporting procedures (if required) to resolve reports validity and/or reports requirements and applicable results.

Appendix
References

Section I
Required Publications

This section contains no entries.

Section II
Related Publications

AMC Business Process Manual

AR 15-6
Procedures for investigating Officers and Boards of Officers

AR 70-62
Airworthiness Qualification of Aircraft Systems

AR 130-400
Logistics Policies for Support

AR 190-11
Physical Security of Arms, Ammunition and Explosives

AR 220-1
Unit Status Reporting

AR 700-4
Logistics Assistance

AR 700-131
Loan, Lease and Donation of Army Material

AR 700-138
Army Logistics Readiness and Sustainability

AR 710-2
Supply Policy below the National Level

AR 735-5
Policies and Procedures for Property Accountability

AR 735-11-2
Reporting of Supply Discrepancies

AR 740-3
Stock Readiness

AR 750-1
Army Materiel Maintenance Policy

DA Pam 710-2-1
Using Unit Supply System (Manual Procedures)

DA Pam 738-751
Functional Users Manual for the Army Maintenance Management System – (TAMMS-A)

FM 3-04.500
Army Aviation Maintenance

NG Pam 415-12
Army National Guard Facilities Allowance

NG Pam 570-1
Full-Time Support Manning for the Army National Guard

NGR 415-5
Army National Guard Military Construction Program Development and Execution

NGR 415-10
Army National Guard Facilities Construction

TB 43-209
Color, Marking and Camouflage painting of Military Vehicles, Construction Equipment, and Material Handling Equipment

TC-1-210
Aircrew Training Program Commander's Guide to Individual, Crew, and Collective Training

TM 38-470
Storage and Maintenance of Army Pre-positioned Stocked Material

Section III
Prescribed Forms

This section contains no entries.

Section IV
Referenced Forms

DA Form 1352
Army Aircraft Inventory, Status and Flying Time

DA Form 2408
Symbols and Codes to Be Used on Aircraft Operational and Maintenance Forms

DA Form 2408-17
Aircraft Inventory Record

DA Form 2408-18
Equipment Inspection List

Glossary

Section I
Abbreviations

AASF
Army Aviation Support Facility

ADMRU
Aviation Depot Maintenance Roundout Unit

ADP
Automation Data Process

AGSE
Aviation Ground Support Equipment

AMC
US Army Materiel Command

AMC BPM
Army Materiel Command Business Process Manual

AMCOM
Aviation Missile Command

AMMH
Annual Maintenance Man Hour

AMSS
Army Material Status Systems

ARMMIS
Aviation Roundout Maintenance Management Information System

ARNG
Army National Guard

ASL
Authorized Stockage List

AVCRAD
Aviation Classification Repair Activity Depot

AVIM
Aviation Intermediate Maintenance

AWCF
Army Working Capitol Fund

CDDB
Central Demand Database

CECOM
Communication Electronics Command

COOP
Continuity of Operations Plan

CTASC
Corps Theater ADP Service Center

DHA
Document History Addition

DMWR
Depot Maintenance Work Requirement

FDP
Forward Distribution Point

FMC
Fully Mission Capable

HQDA
Headquarters, Department of Army

IAW
In accordance with

ISO
International Organization for Standardization

LAP
Logistics Assistance Program

LAR
Logistics Assistance Representatives

LCMC
Life Cycle Management Command

MAC
Maintenance Allocation Charts

MEC
Maintenance Engineering Call

MEO
Maintenance Engineering Order

MRC
Maintenance repair code

MSC
Major Subordinate Command

NMM
National Maintenance Management

NMP
National Maintenance Program

MTOE
Modified Table of Organization and Equipment

NSN
National Stock Number

OTR
One Time Repair

PLLs
Prescribed load lists

POC
Point of Contact

RM
Reparable Management

RX
Reparable Exchange

SAAO
State Army Aviation Officer

SARSS
Standard Army Retail Supply System

SMA
Supply Management Army

SRA
Specialized Repair Authority

SSF
Single Stock Fund

STTE
Special Tools and Test Equipment

TACOM
Tank- Automotive and Armament Command

TASM-G
Theater Aviation Sustainment Maintenance Group

TASN-A
Tracking Assets by Serial Number – Aviation

TDA
Table of Distribution Allowance

TM
Technical Manual

TMDE
Test Measurement and Diagnostics Equipment

ULLS-A
Unit Level Logistics System – Aviation

USAR
US Army Reserve

Section II
Terms

Depot Maintenance Work Requirement (DMWR)
An existing maintenance serviceability standard for depot level reparable. It prescribes the scope of work to be preformed on an item by organic depot maintenance facilities or contractors, types and kinds of material to be used, and quality of workmanship. The DMWR also addresses repair method; procedures and techniques; modification requirements; fits and tolerance; equipment performance parameters to be achieved; quality assurance discipline; and other essential factors to ensure that an acceptable and cost effective product is obtained.

Field Level Maintenance
Under the two levels of maintenance concept, field level maintenance includes aviation unit maintenance and AVIM service and repairs, to technical manuals standards.

Fully Mission Capable (FMC)
FMC as defined by AR 700-138 and applicable technical manual (s).

Fully Burdened Labor Rate
The total cost for employee salary and benefits, overhead, and operation cost.

Maintenance Engineering Call (MEC)
Airworthiness document used to address deviation from prescribed maintenance procedures/inspection criteria, processes and /or procedures in the appropriate maintenance technical manual for the end item.

Maintenance Engineering Order (MEO)
Airworthiness document issued to publish current technical data changes to a DMWR, TM, or other technical publication prior next scheduled revision.

National Maintenance Program (NMP)
The National Maintenance Program is a centrally coordinated and controlled repair-based program that is managed by the National Maintenance Manager. The NMP encompasses the repair of depot and selected field level reparable. The NMP consists of two levels of maintenance management (field level and sustainment level). The sustainment level of maintenance management consists of depot, below-depot, and contractors; where the focus is sustainment readiness and components that are repaired to the National Maintenance Standard and returned to Army stock.

Not Mission Capable (NMC)
NMC is defined by AR 700-138 and applicable technician manual(s).

Overhaul
Overhaul is maintenance that restores equipment or components to a completely serviceable condition with a measurable (expected) service life. This process involves inspection and diagnosis according to the Depot Maintenance Work Requirements (DMWR), National Maintenance Work Requirements, or similar technical directions that identify all components exhibiting wear and directs the replacement or adjustment of those items in accordance with the applicable technical specifications.

Sustainment Level Maintenance
Under the two levels maintenance concept, sustainment level maintenance is overhaul and/or repair and return to the Army supply system IAW a known standard as established by AMC/AMCOM/CECOM/TACOM.

Source of Repair
A government or contractor operated maintenance activity that is selected as a National Repair Activity for specific lines work loaded by National Maintenance Program.

Specialized Repair Authority
The specific approval given to a maintenance activity (TASM-G/AVCRAD) to repair designated items of Materiel coded “D” or “L” in Maintenance Allocation Charts (MAC) for a period not to exceed one year.