

CHAPTER 5 PROVIDING CLASS IX SUPPLIES

Section I MANAGEMENT

IMPORTANCE OF REPAIR PARTS

Repair parts make up 92 percent of the total Army inventory. The number of Class IX items stocked in CONUS or pre-positioned in the theater affects supply elements and maintenance and aviation units. Maintenance units must be able to obtain supplies to support maintenance activities. Aviation units deliver supplies and aid in the movement of supply units. The number, type, and size of supply items to be moved determine the vehicles needed.

AUTOMATED SUPPORT

Class IX supply depends on ADP support. Each unit having a repair parts supply mission receives automated stock control support. In war, however, ADP systems are vulnerable to disruption, damage, and destruction. To ensure continued support, contingency or backup automated procedures have been developed for DS4, SARSS, and SAILS. If automated support is not available in DS4, item managers should follow manual backup procedures in TM 38-L32-13. Supply personnel should follow manual procedures in DA Pamphlets 710-2-1 and 710-2-2. Because an ADPE outage could result in a loss of records, the document control or stock control section should always maintain a backup of all transaction files and records.

ZERO BALANCE

Major weapons systems and end items of equipment can be classified as NMCS. Repair parts may not be available due to zero-balance conditions at a DSU or higher level of supply support.

Reasons for a Zero Balance

A zero balance may occur because of--

- Excessive OST.
- Document-processing time.
- Inadequate ASL depth.
- Inaccurate inventory.
- Canceled requisitions.

- Failure to review demand analysis trends in PLLs and ASLs.

- DSU's lack of reconciliation with customers and sources of supply.

- Delinquent contracts.

Standard Army Maintenance System Reports

Managers in divisional and nondivisional DS maintenance units which operate under SAMS have access to maintenance control reports. These reports enable shop managers, item managers in division and corps MMCs, and battalion commanders and their materiel staff officers to assess NMCS data and identify problem areas. The reports that help managers prevent zero balances are listed below.

Battalion critical repair parts listing. Managers may use this listing to monitor work requests which are waiting for a given repair part. It helps managers identify the critical repair parts which require special management emphasis.

Battalion work load status listing. Battalion staff officers or commodity managers may use this listing to follow the current status of a particular commodity or item in that commodity. Also, they may use it to determine abuse of the priority designator system and to identify items which are deadlined for parts.

Battalion critical deadline detail listing. This listing can help managers monitor repair parts requisitions which exceed time limits outside parameters.

Open work request reconciliation listing. This listing provides supported maintenance units with status and NMCS data. It can be used to check on work requests in each maintenance activity.

Management Controls

One of the most serious management concerns is the inability to obtain required repair parts immediately. To

help reduce delays and prevent a zero balance, personnel can--

- Check to be sure requests and work orders are filled out correctly.
- Follow up repair parts requests.
- Verify that the correct part has been ordered. If not, the unit should cancel the request and order the correct item.
- Verify that the request has been received at the SSA and, if necessary, passed on to the higher source of supply. If not, the unit should reorder.
- Check the AMDF for an interchangeable or a substitute NSN. If one exists, personnel should check the stock status of that item.

- Determine if the part can be obtained locally or can be made.

- Check on the possibility of using controlled exchange procedures.
- Consider a cannibalization point or the DRMO as a source of supply.
- Use up-to-date supply manuals and correct PDs and stock numbers to properly identify repair parts on requests.
- Check to see if supply specialists have entered any required advice code on issue and turn-in documents.
- Stress the need for follow-up and continual review.
- Check the SSA to see if a like major item is available in ORF.

Section II

AUTHORIZED STOCKAGE AND PRESCRIBED LOAD LISTS

THE AUTHORIZED STOCKAGE LIST

The ASL lists items that are stocked at an SSA. The ASL items stocked at the SSA should be fully uploaded in modular-equipment, deployment-storage containers or standard 8- by 8- by 20-foot containers. The numbers of items stocked at SSAs must be kept to a minimum so that they can be mobile. AR 710-2, Chapter 1, sets ASL mobility objectives for DSUs and their supporting elements. SSAs should review their own ASLs regularly to identify items which could be deleted. Two types of ASLs are described below.

Customer Direct Support ASL

DSUs maintain these ASLs to support the DS maintenance mission and the PLLs of supported units. These ASLs are based primarily on demand.

Customer General Support ASL

COSCOMs and TAACOMs maintain this ASL for urgent peacetime readiness requirements, for protection against wartime pipeline interruptions (items delivered by ALOC), and for resupply to customers of items not delivered by ALOC.

AUTHORIZED STOCKAGE LIST ITEM STOCKAGE CRITERIA

Every item on the ASL must be authorized for one of the reasons listed in AR 710-2, Chapter 3. AR 710-2, Chapter 3, describes stockage criteria used to add to, retain on, or delete items from the ASL and lays out policies used for computing depth of stockage. TM 38-L32-13 prescribes ASL addition and retention criteria for DSUs under DS4. TM 38-L03-19 describes SAILS stockage criteria.

AUTHORIZED STOCKAGE LIST CHANGES

The ASL update is a subprocess of demand analysis in DS4. It is used to determine whether items should be retained on deleted from, or added to the ASL. All changes are identified on an ASL change list. TM 38-L32-13 has more details on processing ASL changes.

STANDARDIZED COMBAT AUTHORIZED STOCKAGE LIST

Combat ASLs are available for DSUs. The combat ASL includes repair parts and components to support DS combat maintenance. The combat ASL will cover all MPLs and demand-supported items on supported unit PLLs.

STANDARDIZED COMBAT PRESCRIBED LOAD LIST

The combat PLL consists of a mandatory stockage of repair parts needed for essential battlefield maintenance for a prescribed number of days in combat. These loads must be able to be moved into combat in one lift with organic transportation. These loads are also used to support peacetime demands.

Prescribed Load List

The PLL is a list of the authorized quantities of supplies required by a unit to do its daily unit maintenance. Units that are authorized personnel, tools, and equipment to perform maintenance maintain a prescribed load of repair parts. Units that regularly support other units without maintenance capabilities include the supported units' equipment in their PLL computations. PLL items must always be on hand or on request. PLLs must be on file in the using units and in the supporting SSA.

Mandatory Parts Lists

MPLs, which are published as DA pamphlets, are used to standardize the combat PLLs. The MPL is the mandatory portion of the standardized combat PLL. Parts on the MPL must be on hand or on order at all times.

PRESCRIBED LOAD LIST STOCKAGE LEVELS

Demand-supported PLL stockage consists of 15 DOS based on recurring demands for qualifying items. DA Pamphlet 710-2-1, Tables 8-3 through 8-7, can be used to calculate stockage levels when the total quantity demanded during a specific time period is known. These charts are also in TM 38-L32-11. Initial stockage levels must be calculated for newly activated units, consolidating units, or units undergoing change. Unit personnel can usually determine these levels by examining demand data from similar units which maintain identical equipment. If data are not available, units may request help by writing to the Commander, US Army Materiel Readiness Support Activity, ATTN: AMXMD-S, Lexington, KY 40511-5101. For medical equipment

PLL data, write to the Commander, US Army Medical Materiel Agency, ATTN: SGMMA-M, Frederick, MD 21701-5101.

RECORDS OF DEMANDS

Records are kept on demands and consumption of Class II, IV, VIII, and IX maintenance significant parts. Use AR 710-2.

Unit Demand Summary Listing

An automated unit demand summary list PCN AGL-C39, is prepared each month for units using DS4. It shows the number of demands and quantity of each item demanded during the preceding six months. The unit commander should review this listing for possible changes to the PLL.

Manual Procedure

A manual listing of PLL additions, deletions, and stockage levels can also be made on DA Form 2063-R. The PLL clerk records on DA Form 3318 the quantities of items demanded and requested by the unit. Instructions for the preparation and use of these forms are in DA Pamphlet 710-2-1. The PLL clerk should enter on each PLL record the on-hand quantities and storage locations for all items in the PLL.

PRESCRIBED LOAD LIST CHANGES

TM 38-L32-11, Chapter 11, shows unit commanders and PLL clerks how to add, change, or delete PLL items using DS4. DA Pamphlet 710-2-1, Chapter 8, specifies manual procedures. In the automated system, a catalog update is produced monthly. This list shows changes in stock number, unit of issue, and quantity. A PLL change list, PCN AGL-C35, is produced each quarter. It lists numbers of demands and quantities demanded. It also identifies changes in PLL quantities, stock numbers, and AMDF data. The commander should review this list for approval, disapproval, or proposed modifications for each stock number line entry.

Section III

SOURCES OF REPAIR PARTS

SHOP SUPPLY

Shop stocks are demand-supported repair parts and consumable supplies stocked in a DS or GS maintenance activity. Since these supplies are issued to the maintenance unit, they are not part of an ASL. Shop stock supplies are to be used only by maintenance shops. They are not to be issued to supported units. Shop supply allows maintenance units to keep frequently used repair parts and expendable maintenance supplies on hand. It helps maintenance units avoid repair delays and reduces the number of supply transactions. FM 43-20, Chapter 4, describes GS maintenance shop supply operations. The three types of shop stock supply are demand-supported, bench, and program stock. Different procedures apply to each type. Manual procedures for shop supply are described in DA Pamphlet 710-2-2. Automated procedures are covered in TM 38-L03-19 for SAILS and TM 38-L32-11 for DS4.

Demand-Supported Shop Stock Supply

Items are selected for demand-supported stockage when they are requested frequently (at least three requests in the initial 180 days and one demand every 180 days thereafter). Maintenance personnel request parts and supplies from the MMC or stock control activity.

Bench Stock Supply

Bench stock items are low-cost, consumable repair parts and supplies that are used by maintenance shop repair personnel at an unpredictable rate. The maintenance shop officer decides which items to stock based on how essential the items are to unit repair operations. AR 710-2 authorizes both DS and GS units to maintain a 15- and 30-day stockage level of bench stocks. The supply officer helps the shop officer compute stockage levels for each item by using stock records which show the demand history for the items.

Program Stock Supply

Program stocks are those repair parts and maintenance supplies stocked by the shop supply section for programmed repairs. Program stock is used primarily by GS maintenance units to support scheduled overhaul

programs. Use it to support maintenance of components or assemblies such as engines and transmissions. Stockage levels should be based on anticipated work loads and demand history from similar overhaul programs. As a rule, stocks are requested six months before the start of the program. Retain items only as long as they are needed for the program. Turn in those not needed to the SSA as soon as possible.

QUICK SUPPLY STORE

The use of the QSS provides a quick method for supplying certain low-cost, expendable items. The purpose of the QSS is to simplify accounting, eliminate paperwork and reduce work loads of supply personnel.

Selection and Retention Criteria

Once an item is selected for QSS stockage, it is no longer available to customers from any other source. Items may be selected for or deleted from QSS stockage based on certain criteria. To qualify for stockage in a QSS, an ASL item must meet all of the mandatory QSS stockage criteria described in AR 710-2 and DA Pamphlet 710-2-2. Criteria listed in TM 38-L32-13 are only for DSUs supported by DS4. Demand-supported ASL items must be reviewed every six months to determine if items can qualify for QSS stockage. Under DS4, items which can be converted to QSS are identified quarterly. To remain in QSS, items must continue to meet all stockage criteria. Items must be continually screened for compliance. Items should be requested at least three times during a 12-month period to qualify for retention. Under DS4, items which no longer qualify for QSS are identified for return to detailed accounting.

Catalog and Listing

The QSS catalog is produced for units using the manual system. It lists QSS items in NIIN sequence. The catalog gives an NSN and the nomenclature for each item. This catalog should be published semiannually and provided to each of the SSA customer units. Under DS4, the QSS catalog is updated every six months by the stock control section or MMC. QSS catalogs are provided to DSUs for

delivery to supported customer units. Additional and replacement copies are available for pickup at the QSS. The QSS listing provides the same information as the catalog but also gives the location of each item. The listing helps DSU personnel store and locate items for issue.

Records and Procedures

TM 38-L32-13 explains QSS transactions under DS4. DA Pamphlet 710-2-2, Chapter 12, shows how to prepare forms under the manual system.

CANNIBALIZATION

Cannibalization is the authorized removal of parts and assemblies from unserviceable, uneconomically repairable, or disposable items or components. The purpose of cannibalization is to recover serviceable repair parts from scrap materiel for return to the supply system. Cannibalization is an important source of supply, particularly when the need for the item is critical and the required delivery date cannot be met through routine supply channels. Cannibalization supplements repair parts supply and ensures that critical equipment will remain operational.

Cannibalization Points

Support maintenance units cannibalize at a cannibalization point. This point is a location where items to be disposed of are held until serviceable repair parts and assemblies can be removed and returned through the supply system. Cannibalization points are usually set up at maintenance collecting points operated by collection, reclamation, and exchange units or at the GS maintenance level. Points are set up throughout the theater. AR 710-2, Chapter 3, covers the setup of cannibalization points.

Collection, Classification, and Distribution

The MMC controls cannibalization from the time an item is recovered until the issue of parts to maintenance or using units and the disposal of scrap materiel. Recovered items are classified according to instructions in TMs, TBs, and directives from MMCs. Classification indicates whether items are repairable or nonrepairable, where repairs can be made, and the extent of needed repairs.

Transportation

When the situation permits and transportation assets are available, the appropriate MMC may direct units to remove unserviceable, economically repairable components. The units move the parts to a maintenance collecting point or a supporting DS maintenance unit in the DSA or forward area of the corps. Vehicles in DS maintenance units may be used to help recover and evacuate the items. The MMC coordinates with the MCC which arranges for transportation.

Aircraft

AR 750-1 contains basic policies on cannibalization of aircraft and aircraft components. Aircraft must not be cannibalized until disposition instructions have been received. Authority to exchange aircraft repair parts is granted only when certain criteria are met.

List of Available Items

A list of items available at a cannibalization point must be published at least quarterly. Cannibalization points maintain stock accounting records. AR 710-2, Chapter 3, and DA Pamphlet 710-2-2, Chapter 18, describe cannibalization point procedures and discuss the records associated with each procedure.

CONTROLLED EXCHANGE

Controlled exchange is the removal of serviceable parts from damaged or disabled unserviceable, but economically repairable, equipment for immediate reuse in returning a like item to combat. AR 750-1, Chapter 4, authorizes controlled exchange by using organizations or support maintenance units. Guidelines for controlled exchange are established at higher headquarters. One guideline is that serviceable parts removed in emergencies to repair critically needed items must be replaced by unserviceable like parts before evacuation to GS maintenance units. Unserviceable parts must accompany, but need not be installed on, the assembly or end item from which serviceable parts were removed. The unserviceable parts should be marked or coded to save inspection time at other levels. Controlled exchange reduces the time involved in parts procurement. It supports materiel readiness by supplementing repair parts requirements already on requisition throughout the normal supply system.

Using Units

Using units can perform controlled exchange only when certain conditions are met. They are outlined below.

- The using organization owns or controls all of the unserviceable, repairable end items involved in the exchange.
- The maintenance effort required to restore all of the unserviceable, repairable end items to a serviceable condition is within the maintenance authority, capacity, and capability of the unit.
- Serviceable parts, components, or assemblies could not be obtained on time through maintenance efforts or supply channels.
- The unserviceable, economically repairable end item was classified as NMCS.
- The exchange will immediately restore one or more unserviceable, repairable end items to a serviceable condition.
- Removal of serviceable parts will not degrade to an uneconomically condition any of the end items involved.
- Controlled exchange is the only reasonable way to eliminate an adverse effect on the operational readiness of the unit.
- Prompt action is taken by the organization to restore the unserviceable end item to a serviceable condition.

Support Maintenance Units

Support maintenance units can perform controlled exchange only when certain conditions are met. They are outlined below.

- Controlled exchange is the only way a serviceable item can be provided to a support unit within the time frame designated on DA Form 2407.
- It is approved by the supply officer or maintenance shop officer responsible for restoring unserviceable, economically repairable items to a serviceable condition. It must also be approved by the operations officer or commander of the unit which owns the end items involved.
- The maintenance effort required to restore all end items to a serviceable condition is within the

maintenance authority, capacity, and capability of the units performing the exchange.

- Required serviceable parts, components, and assemblies cannot be obtained on time through normal supply channels.

NOTE: Controlled exchange on maintenance float items is not authorized.

SUPPLY REQUESTS

Repair parts can be obtained from several sources. Accordingly, request procedures vary. The references and procedures used in requesting supplies depend on the type, federal supply classification, and catalog status of the item and on the unit situation.

References

The preparation and processing of requests depend on whether the requesting element is a supported unit or an SSA and whether it is divisional or nondivisional. It also depends on whether the supply system is automated or manual. In divisional units and nondivisional DSUs (DS4 automated system), personnel should use TMs in the 38-L32 series. In GSUs and COSCOM or TAACOM MMCs (SAILS automated system), personnel should follow procedures in the TM 38-L03 series. In the manual system, personnel should follow procedures in DA Pamphlet 710-2-1. Procedures for SSAs in the manual system are in DA Pamphlet 710-2-2.

Procedures

For the repair parts supply system to work effectively--

- Proper procedures must be followed when requesting, issuing, and storing repair parts.
- Follow-up procedures on repair parts requisitions must be setup and followed.
- All requests for repair parts and turn-ins of excess and unserviceable, repairable repair parts must be processed without delay.
- The authorized quantity of repair parts listed on the PLL must be on hand or on request at all times.
- The recorded location and the actual location of repair parts should match.

Section IV

REQUISITIONS AND DISTRIBUTION

DIVISIONS

Divisions in the theater receive supplies from many sources. In contingency operations, division elements deploy with prescribed amounts of supplies. Combat PLL stocks are sent with the company when it is detached from the battalion. During the initial phases of deployment, these stocks are the only source of resupply. Division units have only a limited capability to carry reserve supplies. They stock repair parts based on their demand history, MPLs, and essential repair parts stockage lists. To prevent overstockage in the BSA, the DMMC specifies the items and quantities of Class IX to be located there. Determinations are based on the combat PLLs of forward units and on the mobility requirements of forward support maintenance units. Maintenance units in the DSA carry remaining stocks of the division Class IX ASL.

Logistics Support

The DISCOM provides division-level Class IX supply support and ADP support for division logistics. It provides movement control in support of division logistics and coordinates surface transport of supplies. When airlift capabilities are not organic to the division or airlift requirements exceed division capabilities, the DISCOM depends on corps medium or heavy helicopter units to support emergency logistical requirements. To enable forward deployed divisions to remain mobile, personnel should load and issue PLL and ASL stocks from repair parts vans, MILVANS, or stake and platform trailers. See AR 710-2, Chapter 1, for ASL mobility standards. To increase readiness to deploy for combat, personnel should load combat-essential stocks on vehicles during the alert stage. PLL and ASL stocks should be uploaded in stake and platform trailers and modular-equipment, deployment-storage containers or

flat racks. For more details on supply operations in the division, see FM 63-2.

Supply Management

The DMMC manages the division Class IX repair parts supply system. It develops, approves, and maintains the division PLLs and ASLs and requisitions supplies. The DMMC also determines requirements for deployment. It directs the distribution of supplies. It also specifies the types and quantities of Class IX to be located in the forward areas of the division. ADP support is provided by the logistics automation systems support office. The DMMC parts branch provides PLL customer support. Each customer PLL is managed separately. For more details on DMMC operations, see FM 63-2.

Common Repair Parts

Common repair parts supply requirements depend on the types of divisions and their support organization, the tactical situation, the type of war, and the type of terrain on which the war is being fought. Figure 5-1, page 5-8, shows the flow of repair parts in a division. Maintenance companies supply common repair parts in the division.

Missile Repair Parts

Critical missile parts remain in the brigade trains area to support repair and maintenance activities. Since missile parts are limited, assets must be tightly controlled. The technical supply officer sets priorities and allocates items to each brigade area. Missile support companies provide missile repair parts in the division.

Aircraft Repair Parts

Aircraft should be ready to support combat forces at all times. Repair parts must be readily available for aircraft, avionics equipment, and aircraft armament systems. Aircraft maintenance companies provide DS maintenance support to division units, including repair parts supply.

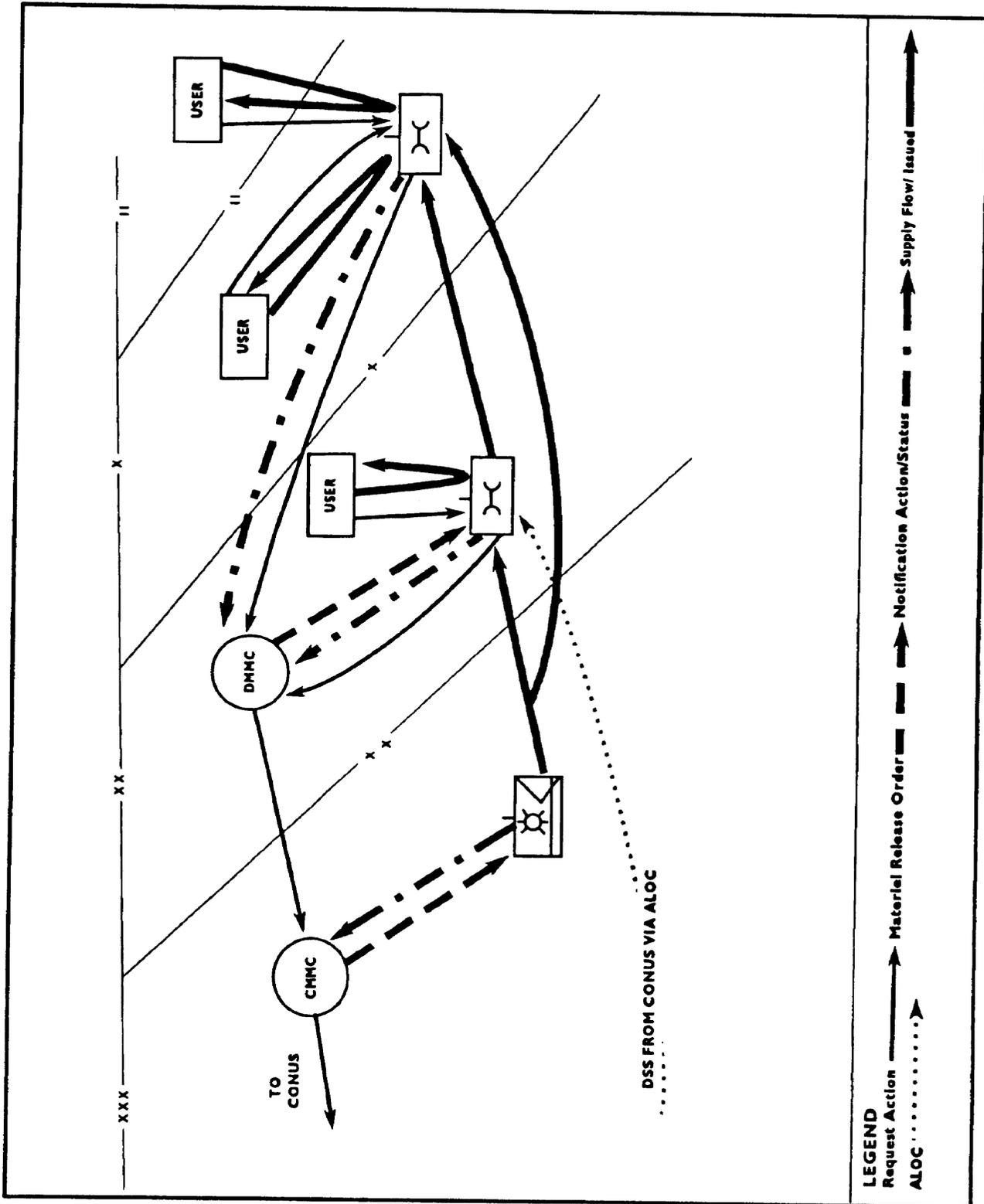


Figure 5-1. Request and delivery of noncontrolled Class IX supplies (less aircraft) in a division

CE and COMSEC Repair Parts

Repair parts, subassemblies, and other items required to operate or support COMSEC equipment are obtained through conventional supply channels. Use MILSTRIP for this. See ARs 710-2 and 725-50. The CE branch of the DMMC accounts for COMSEC materiel. It processes all transactions in the divisions. Supply support units maintain an ASL, including repair parts for CE and COMSEC materiel. Maintenance battalions supply COMSEC Class IX items. Forward supply companies of the maintenance battalions supply CEWI repair parts. The service support company of the CEWI battalion maintains the battalion ASL.

CORPS, SEPARATE BRIGADES, AND REGIMENTS

The COSCOM ACofS, Support Operations, establishes supply levels based on directives from higher headquarters. He consolidates supply requirements for the corps. Separate brigades maintain only those supply levels needed to sustain operations until additional supplies can be delivered. Each unit in the separate brigade is responsible for maintaining its own combat PLL and MPL of repair parts. The support battalion's maintenance company provides backup stocks of MPL items for brigade units and other DS-level Class IX supply support. At the DS level, repair parts are provided through maintenance channels. At the GS level, the QM repair parts supply company, GS, provides repair parts in response to MROs from the CMMC.

Contingency Corps Support

CSS is austere in contingency operations. However, it is necessary to deploy sufficient supplies to support and maintain weapons systems and equipment,

Class IX ALOC supply. ALOC cargo arrives daily at aerial ports of debarkation. All cargo is then moved to the designated SSA regardless of priority designator. Break-bulk points are set up to break out individual shipments for delivery directly to each requesting SSA.

Class IX non-ALOC supply. Non-ALOC replenishment cargo is normally transported by rail and truck from seaports to corps stockage locations. High-priority non-ALOC cargo may be airlifted into the corps operational

area. As a rule, it bypasses the GSU and moves directly from the aerial port to the requesting supply activity.

Other sources of repair parts. Use controlled exchange to return essential items immediately to a mission-capable condition. Obtain repair parts from cannibalization of nonreparable major end items and assemblies.

Supply Management

The following elements provide supply management for corps, separate brigade, and regiment units.

CMMC. The CMMC provides integrated supply and maintenance management. The COSCOM AC of S, Support Operations, reviews and analyzes demands and computes corps requirements for supply and maintenance support. The CMMC then evaluates work loads and the capabilities of supported supply and maintenance units and allocates resources. It coordinates throughput distribution policies with the CMMC. FM 54-23 covers the CMMC.

Support squadrons. Support squadrons provide supply materiel management for separate brigades and ACRs. Their headquarters and headquarters companies determine requirements for brigade supplies. They procure as well as direct the receipt, temporary storage, and issue or distribution of supplies.

Headquarters and headquarters troop. The headquarters and headquarters troop provides supply and maintenance materiel management for ACRs. It determines requirements and supervises the regiment's ASL and combat PLLs. It also determines ASL mobility requirements.

Common Repair Parts

Maintenance companies in the CSB perform intermediate maintenance and provide ASL repair parts to support units in the corps rear area. Most of these companies also exchange selected items. Repair parts supply companies, GS, are the main supply sources in the corps. Separate AIM brigades, light infantry brigades, airborne brigades, air cavalry combat brigades, and the ACR provide additional supply and maintenance support. With the exception of theater army-controlled items, the corps depends on CONUS for replenishment through the DSS or ALOC. If this is not possible, the COMMZ

can use its safety level to restore corps operating levels on short notice. Figures 5-2, page 5-11, and 5-3, page 5-12, show the flow of common Class IX items in the theater. When possible, Class IX ALOC items are sent directly to the requisitioner in the corps. When this is not possible, supplies are delivered to a repair parts supply company in the corps or COMMZ for surface shipment to the requesting DS or GS maintenance unit. Heavy tonnage items are sent by sea and surface transport.

Missile Repair Parts

Repair parts supply is critical for missile systems. Due to the high cost of parts, supply procedures generally differ from those used in the routine supply system. There is greater reliance on shipment direct from CONUS. Several elements supply missile repair parts support. Missile maintenance companies provide repair parts of missiles. They have support maintenance shops. Maintenance support teams receive, store, and issue line items for missile systems.

Aircraft Repair Parts

Divisional AVIM units transmit requisitions for aircraft peculiar repair parts through the DMMC to the CMMC. Requisitions from nondivisional AVIM units are sent directly to the CMMC. If the part is available in the corps, the CMMC sends an MRO to the repair parts supply company, GS, which sends the part to the AVIM unit. Aviation maintenance companies provide DS repair parts. QM repair parts supply companies provide GS repair parts.

Airdrop Equipment Repair Parts

The QM airdrop supply company and the QM light airdrop equipment repair and supply company supply DS airdrop repair parts in the corps. For more details, see FM 10-400.

CE and COMSEC Repair Parts

The COMSEC Materiel Control System controls COMSEC. The Army Communications Command area maintenance and supply facilities support fixed station communications equipment. COMSEC materiel management sections compute requirements, prepare

requisitions, and process receipts and requisitions. They control materiel release and distribution and inventory and account for all COMSEC materiel within the corps rear area. The CE office at corps headquarters establishes priorities for issue of COMSEC materiel. COMSEC repair parts are provided by the COMSEC logistics support company which maintains the theater ASL for COMSEC. Signal battalions maintain shop stock and exchange items for unit elements. The airborne special forces group maintains shop stock for signal equipment belonging to the special forces group. CE maintenance companies provide repair parts to DS maintenance units. Maintenance battalions and aircraft maintenance companies maintain shop stock and appropriate exchange items. CEWI groups maintain shop stock to support organic DS maintenance operations.

COMMUNICATIONS ZONE

The TAACOM supports all units located in or passing through a given area in the COMMZ. The ACofS, Materiel, develops policies, plans, and procedures for establishing and maintaining supply levels and stockage lists. The TAACOM MMC approves additions to or deletions from stockage lists. It also approves adjustments to requisitioning objectives for ASL lines. The wartime sustaining level for the COMMZ is 30 DOS for ALOC items and 7 DOS plus OST for non-ALOC items. ALOC items are usually flown directly from CONUS to DS and GS users. The COMMZ maintains a 30-day safety level of supplies. Delays in shipments from CONUS can be absorbed in this time period.

Supply Management

TAACOM units store and maintain pre-positioned war reserves, other theater reserves, and theater-controlled stocks. The TAMMC manages and controls the allocation of these critical and high-priority stocks.

TAACOM. The TAACOM provides DS CSS and intermediate GS maintenance and supply to units passing through or located in the COMMZ. It provides GS supply and intermediate GS maintenance to the combat zone. The TAACOM may negotiate directly with governmental agencies or private individuals in host countries for required supplies by coordinating with the theater army G5.

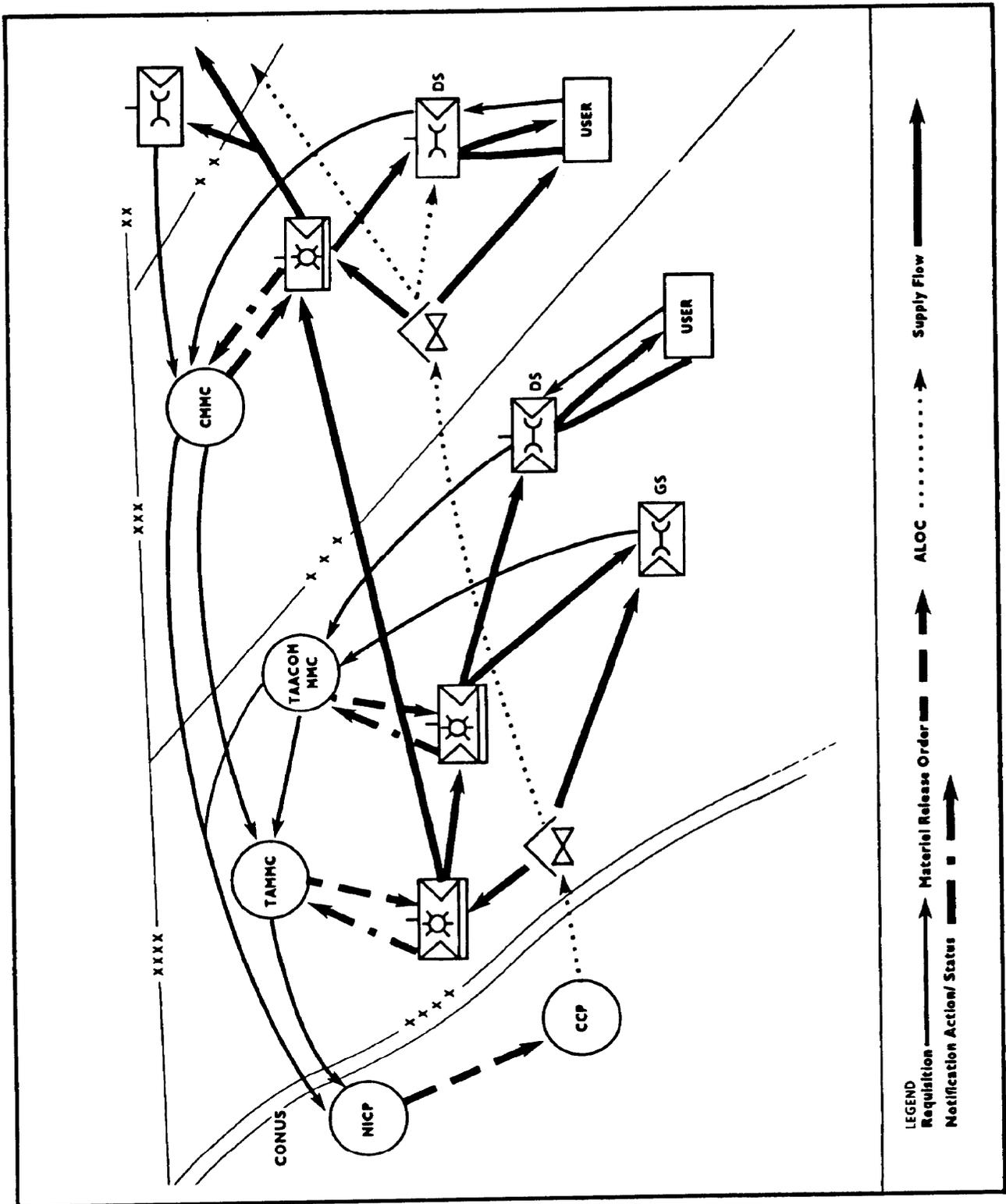


Figure 5-2. Request and delivery for noncontrolled Class IX supplies (less aircraft) at echelons above division

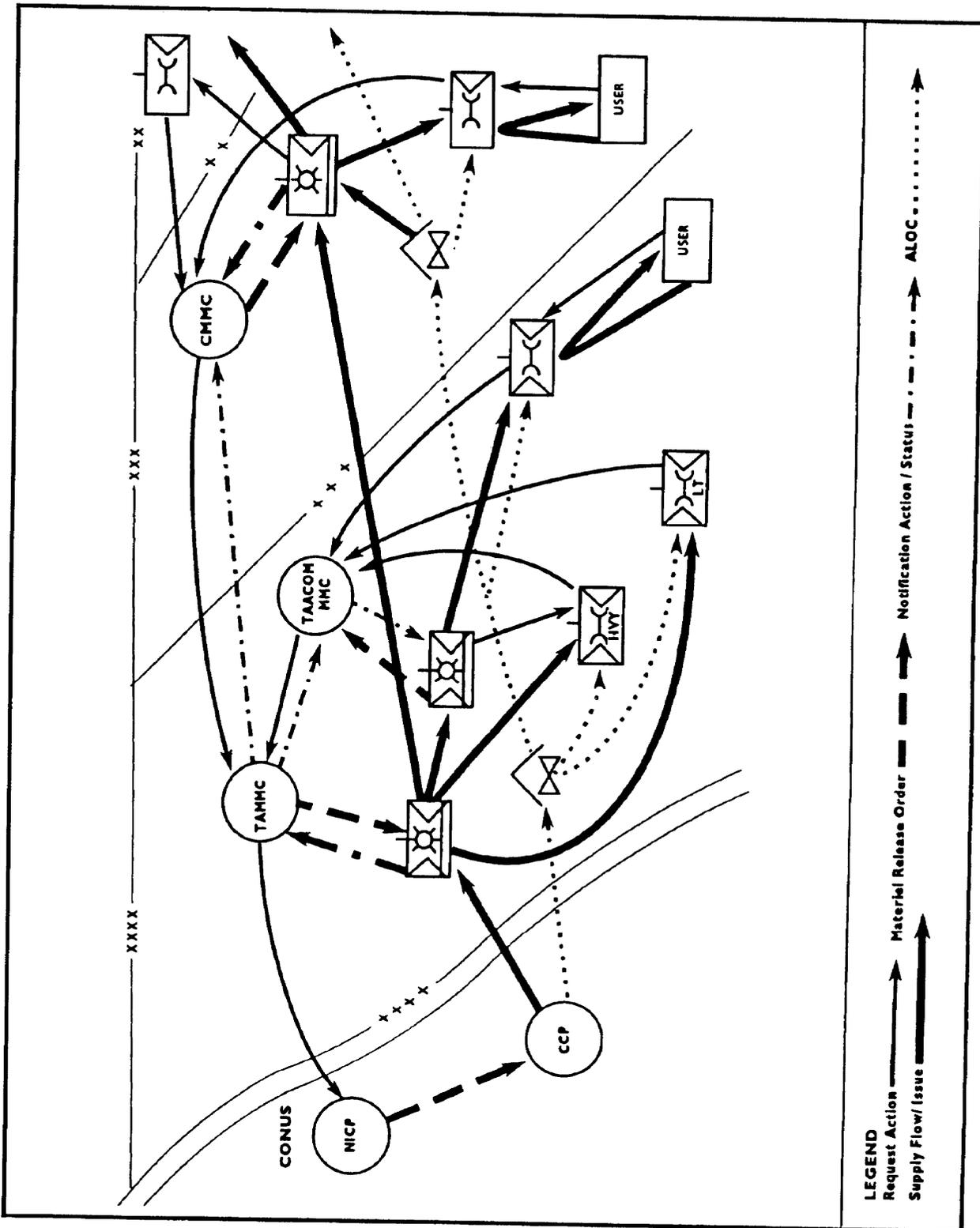


Figure 5-3. Request and delivery of theater army-controlled Class IX supplies (less aircraft)

TAACOM MMC. The TAACOM MMC provides integrated supply and maintenance management. It collects, sorts, analyzes, and acts on supply and maintenance requests. It receives and analyzes demands for Class IX and computes requirements for supplies and maintenance support. It develops and publishes guidance on exchange operations. After evaluating work loads and the capabilities of supported supply and maintenance units, it allocates resources.

COMMZ Supply Support Organization

Organization of the supply and maintenance support operations depends on the size and composition of forces within the COMMZ and the availability of assured HNS. It also depends on the amount of backup support required by forces in the combat zone, the nature of planned operations, and the geographic and political features of the area. FM 100-16 describes COMMZ supply support operations.

Requisition and Materiel Flow

With the exception of theater army-controlled items, the COMMZ depends on CONUS for replenishment. Though it is not the prime source of supply support to the corps, the COMMZ can replenish the corps when the supply pipeline is disrupted or unanticipated changes occur in theater consumption patterns.

Requisition flow. With the exception of theater army-controlled items, the TAACOM MMC receives and processes requisitions for Class IX items. In war, as in peace, the TAACOM MMC sends requisitions to CONUS NICPs. Requisitions for ALOC items bypass the telecommunications center serving the MMC. Requisitions for theater army-controlled items are sent to the TAMMC. The TAMMC also controls war reserve stocks (non-ALOC Class IX included).

Materiel flow. Materiel is shipped directly from CONUS to the corps whenever possible. Otherwise, Class IX ALOC items are sent to the intermediate levels in the COMMZ. When possible, DSS surface shipments of container loads are delivered to the documented requisitioner. When this is not possible, supplies are delivered to DS or GS units.

Common Repair Parts

GS supply support is available through QM repair parts supply companies, GS, TAACOM. DS supply support is available through DS maintenance companies.

Missile Repair Parts

QM repair parts supply companies provide GS repair parts. Maintenance and supply companies and maintenance batteries provide DS repair parts.

Aircraft Repair Parts

Army aircraft require a great deal of maintenance. Inadequate maintenance increases the need for supplies in the COMMZ. QM repair parts supply companies keep the aviation maintenance company in aircraft repair parts.

Airdrop Equipment Repair Parts

The QM airdrop equipment repair and supply company and the QM heavy airdrop supply company specialize in airdrop equipment, DS, repair parts supply support. For more details on airdrop supply, see FM 10-400.

CE and COMSEC Repair Parts

The Theater Communications Command (Army) coordinates logistical support for assigned and attached signal units. The TAACOM MMC provides COMSEC materiel management for the theater army area. It manages the maintenance companies assigned to the support groups. The Theater Communications Command (Army) signal units maintain a shop stock of repair parts with which to perform DS maintenance on organic CE and COMSEC equipment. DS maintenance units also maintain a shop stock of CE and COMSEC repair parts. The COMSEC logistics support team maintains the theater ASL for communications items. It processes requisitions and receives, stores, and distributes all COMSEC materiel, except that shipped directly to supported units.

Marine-Peculiar Repair Parts

Due to the low-density and unique characteristics of marine-peculiar parts and avionics, they are excepted from demand-stockage criteria. Most user units are authorized to keep enough parts on the craft to sustain

themselves for 15 days in combat. Marine intermediate maintenance units provide backup supply and maintenance support on shore or by means of floating maintenance support teams. Marine-peculiar repair parts are not supplied by a repair parts supply company, GS.

Rail Equipment Repair Parts

HNS is the primary means of providing rail equipment and rail maintenance in a theater of operations. If HNS is not available, GS maintenance rail-operating units can be deployed to the theater. The transportation railway car repair company and the diesel-electric locomotive repair company supply rail equipment repair parts.