

## Chapter 6

# SUPPLY AND MATERIEL OPERATIONS

This chapter covers repair parts for aviation maintenance operations. To ensure complementary operations, maintenance and supply personnel should maintain good working relationships. The AVUM maintenance officer and AVIM supply platoon leader are responsible for managing PLL and ASL Class IX repair parts respectively. Supply procedures and policies are addressed in AR 710-2, DA Pam 710-2-1 and DA Pam 710-2-2.

## SECTION I – SUPPLY TERMS AND DEFINITIONS

### CLASSES OF SUPPLY

6-1. There are 10 established classes of supply. The following are definitions and examples of each class of supply:

- CLASS I. Subsistence items and gratuitous health and welfare items (B-rations, MREs, and fresh fruits and vegetables).
- CLASS II. Equipment, other than principal items, prescribed in authorization and allowance tables (individual equipment, clothing, tentage, tool sets, and administrative supplies).
- CLASS III. POL, further defined as packaged and bulk POL. Class III (packaged) includes hydraulic and insulating oils, chemical products, antifreeze compounds, and compressed gases. Class III (bulk) includes multifuels and gasoline.
- CLASS IV. Construction and barrier materials (lumber, sandbags, and barbed wire).
- CLASS V. Ammunition such as small arms, artillery projectiles, antitank missiles, explosives, mines, bombs, and special ammunition including chemical and nuclear munitions.
- CLASS VI. Personal-demand items normally purchased through the exchange system such as candy and cigarettes. Class VI items are normally requisitioned and distributed with Class I items.
- CLASS VII. Major end items (vehicles, self-propelled artillery pieces, missile launchers, aircraft, and major weapon systems).
- CLASS VIII. Medical material (medicine, stretchers, surgical instruments, and medical equipment repair parts).
- CLASS IX. Repair parts and components, including kits and assemblies, and items required for support of all equipment (batteries, spark plugs, and fuel lines).
- CLASS X. Materiel required to support civil affairs operations such as a commercial-design tractor for use by local civilians. Supplies are further divided into subclasses. These subclasses denote requirements, such as aviation parts—

designated as Class IX (A)—used by system-specific assets. Class IX (A) repair parts are used to facilitate aircraft maintenance.

## **CATEGORIES OF SUPPLY**

6-2. Supplies are requested and issued using three categories of supply—scheduled, demanded, and regulated.

### **SCHEDULED**

6-3. Scheduled supplies may be reasonably predicted. Requisitions usually are not required for replenishment. Requirements are based mainly on troop strength, equipment density, forecasts, or daily usage or a combination of these factors. Scheduled supplies normally are shipped to users based on preplanned distribution schemes. Classes I, III (bulk), V, and VI are typically scheduled supplies. Classes I and VI are based on troop strength. Class III (bulk) is based on long-range forecasts, equipment densities, and historic usage factors. Class V is based on densities of weapons and the mission.

### **DEMANDED**

6-4. A requisition must be submitted for demanded supplies. Items in Classes II, III (packaged), IV, VII, and IX are considered demanded supplies. Aviation repair parts are in this category and must be requisitioned.

### **REGULATED**

6-5. Regulated supplies may be scheduled or demanded. However, the commander and his staff must closely control these supplies because of scarcity, high cost, or mission needs. Any item or group of items may be designated as regulated; normally some items in Classes II, III (bulk), IV, V, and VII are regulated. If an item is regulated, the commander who so designated it, must approve its release before it is issued. Items designated as command-regulated are identified in operation plans and orders.

## **TYPES OF SUPPLY**

6-6. For accountability purposes, all Army property (except real property) is classified as expendable, nonexpendable, and durable.

### **EXPENDABLE**

6-7. An “X” in the ARC column of the FEDLOG identifies these items. This category includes all Class IX repair parts and all items that are consumed in use, regardless of price.

### **NONEXPENDABLE**

6-8. An “N” in the ARC column of the FEDLOG identifies these items. Nonexpendable supplies include all Class VII items, all items assigned a line item number in EM 0007, FEDLOG and selected Classes II, IV, and X end items.

### **DURABLE**

6-9. A “D” in the ARC column of the FEDLOG identifies these items. The PBO at the appropriate level of command will designate the level of responsibility that will maintain the durable document register.

## **METHODS OF DISTRIBUTION**

6-10. DMCs, under the support operations sections of the TSC, COSCOM, and DISCOM, manage distribution of all resources in their areas of responsibilities. They provide staff supervision of MMCs and movement control elements. Supplying units distribute supplies to using units by different types of distribution methods—supply point distribution, unit distribution, and throughput. Aviation units use all methods.

### **SUPPLY POINT DISTRIBUTION**

6-11. In supply point distribution, the supplying unit issues supplies from a supply point to a receiving unit. The receiving unit must go to the supply point and use its own transportation in moving the supplies to its area.

### **UNIT DISTRIBUTION**

6-12. In unit distribution, the supplying unit issues supplies and delivers them to the receiving unit's area in transportation assets that the supplying unit has arranged.

### **THROUGHPUT**

6-13. Throughput is a method of distribution in which shipments bypass intermediate supply points or installations. Throughput eliminates the need for double handling. Thus, throughput reduces exposure to pilferage and damage. It results in more efficient use of transportation assets; it is also more responsive to the needs of users.

## **EXCHANGE SYSTEMS**

### **REPARABLE EXCHANGE**

6-14. RX is a supply system maintained at AVIM level. It is designed to speed up the available repair parts system with repair recoverable items on hand for issue on a one-for-one basis. RX eliminates the need to request issue or turn-in. DA Form 2765 (Request for Issue or Turn-in) and DA Form 2765-1 (Request for Issue or Turn-in) are prepared and hand-carried, along with the unserviceable items, to the AVIM RX section for exchange for a serviceable item.

6-15. An RX listing containing the NSN, item description, end-item application, and authorization will be distributed to all units supported by the AVIM. RX items are not normally authorized on the unit PLL. All RX stocks should be located and maintained at the AVIM level.

### **CONTROLLED SUBSTITUTION OR EXCHANGE**

6-16. Controlled substitution or exchange is the removal of serviceable parts from an unserviceable item of equipment for installation on another item to make it serviceable. According to AR 750-1, repair parts and components may be removed from aircraft that are classified as NMCS; NMCM; or PMC. However, an aircraft or major component will not be stripped to the point where it is used primarily as a source of parts and becomes uneconomical to repair. All parts removed from crash-damaged aircraft must be inspected as per TM 1-1500-328-23 before being used on serviceable aircraft. Controlled exchange should be approved only when the following criteria are met:

- The aircraft on which the exchanged parts will be used is currently grounded and awaiting repair parts.

- Needed repair parts are on order and in good status before the controlled substitution or exchange.
- Exchanging repair parts will return the aircraft to a fully mission capable status.
- All possible alternatives (lateral supply search, local procurement, local manufacturer) have been tried without success.
- A complete check of the PLL section suspense file has been made to ensure that parts for the aircraft from which the exchange will be made are not due in shortly.
- The contributing aircraft is NMCM, NMCS, or PMC.
- The contributing aircraft will be returned to serviceability within its established maintenance priority.

6-17. A record of removed parts must be maintained and aircraft records annotated for each item removed. The commander of the unit that owns the aircraft is the only approval authority for controlled exchange. Controlled exchange at the DS and GS levels are approved by the DS or GS commanders, IMMO, or his designated representative. The exchange decision should be a maintenance team effort involving the PC officer, QC officer, and PLL section officer in charge. This will help ensure that all personnel involved can take appropriate action in their sections for record management and control. Controlled substitution or exchange is a last resort method for maintaining a flyable fleet. Keeping this in mind will help to control abuses. Local SOPs must contain polices and procedures to control the controlled substitution or exchange program.

## **MAINTENANCE FLOAT**

6-18. The maintenance float program is designed to assist in maintaining the readiness posture of units during peacetime. It is a quantity of selected end items authorized for stockage at a depot or MACOM stock record account. It will be used for the replacement of like items turned in by using units for which an immediate replacement is required to maintain an acceptable level of materiel readiness during peace-time. The two types of float are repair cycle float and operational readiness float.

### **Repair Cycle Float**

6-19. RCF is that quantity of items authorized in the wholesale supply system to replace like items of equipment withdrawn from using activities for scheduled depot maintenance without decreasing the materiel readiness of the user. Procedures to account, manage, and issue RCF items will be included in AR 710-1. Changes in planned program repair will be the basis for asset change. The materiel proponent will change, add, or delete RCF factors accordingly. The NICP may issue RCF assets to fill MTOE/MTDA or RCF shortages when other assets are not available.

### **Operational Readiness Float**

6-20. ORF is that quantity of items authorized for issue to MACOMs for use by DS maintenance units in exchanging with supported units if a like item cannot be repaired in a timely manner.

## **STOCK FUNDING OF DEPOT-LEVEL REPAIRABLE**

6-21. The DOD, through DMRD 904C, directed the Army to implement the SFDLR program that converts DLR from direct appropriation funding to stock funding through the ASF. The ASF is a revolving capital fund designed to finance the supply pipelines

between the user and the vendor. This will require that units forecast their DLR requirements, include them in their budget planning, and fund them using unit funds. The objective of SFDLR is to—

- Improve discipline and visibility on managing DLRs.
- Allow programming and adjusting of available funds to meet changing demands.
- Identify the most cost associated with weapons systems more easily.

## **AVIATION INTENSIVELY MANAGED ITEMS**

6-22. The AIMI program was developed to intensively manage selected aviation items that are determined to be in critical supply status due to procurement value, cost of overhaul, or criticality in source of supply. The objective of the AIMI program is to maintain visibility of and to manage a selected group of aviation items.

6-23. Major commands will establish levels of AIMI items through negotiations on a semiannual basis. Those AIMI items for which negotiated levels are not fully supportable will be designated NMCS support only. NMCS systems and equipment are not capable of performing all of their assigned missions because of maintenance work stoppage due to a supply shortage. NMCS exists when the part is needed for immediate installation on or repair of primary weapons and equipment under the following conditions:

- Equipment is deadlined for parts.
- Aircraft is out of commission for parts.
- Engine is out of commission for parts.

## **SECTION II – SUPPLY PROCEDURES**

### **TYPES OF AUTHORIZED AVIATION REPAIR PARTS STOCKAGE**

#### **BENCH STOCK**

6-24. Bench stocks are authorized at both AVUM and AVIM level units. Bench stocks are composed of low-cost, high-use, consumable Classes II, III (packaged), IV, and IX (less components) items. Examples of these items are common hardware, resistors, transistors, capacitors, wire, tubing, hose, ropes, webbing, thread, welding rods, sandpaper, gasket materiel, sheet metal, seals, oils, grease, and repair kits. The criteria for an item to qualify for bench stock are listed in AR 710-2. The maintenance officer must approve the bench stock list semiannually.

6-25. Bench stocks are not demand supported—units do not need a certain number of demands for an item to keep it on bench stock. Maintenance activities with a collocated SSA stock 15 days' supply of bench stock. Those without a collocated SSA or DSU system stock a 30 days' supply.

#### **PRESCRIBED LOAD LIST**

6-26. AVUM level units are required to stock a PLL. A PLL consists of unit maintenance repair parts that are demand supported, nondemand supported (must be approved by first general officer staff level in chain of command), and initial stockage repair parts for new end items. These PLLs allow the units to have on hand high-usage, high-demand items;

thus, quick repairs can be made. Most of the items stocked in PLL are demand supported—they must have a set number of demands within a certain control period. The rules for maintaining a PLL are covered in AR 710-2.

## **SHOP STOCK**

6-27. Shop stocks are demand-supported repair parts and consumables stocked within a support-level maintenance activity (AVIM for aviation parts), with a support-level maintenance mission authorized by a MTOE, TDA, or JTA. These repair parts are used internally by the AVIM to accomplish maintenance requests or programmed repair. Criteria for the number of demands required and the items authorized for stockage on shop stocks are covered in AR 710-2.

## **AUTHORIZED STOCKAGE LIST**

6-28. An ASL of repair parts is maintained at the DS or AVIM level. The ASL is a list of all items authorized to be stocked at a specific level of supply. This ASL becomes the supply point from which the units can maintain their stockage of PLL items at authorized levels. These supply units also provide a direct exchange service for repairable components.

## **AUTHORIZED STOCKAGE LIST STOCKAGE SELECTION**

6-29. Stockage selection at the supply activities is the decision to place an item in stock. Demand history files will be maintained to reflect the most recent 12-month period and as an objective for automation, a 24-month period will be maintained and be stratified to the EIC. At the supply activity, demand frequency files will be maintained for each item issued to user customers for Classes II, III (packaged), IV and IX. Items selected for stockage will make up the ASL.

6-30. Essentiality is a primary consideration when determining the range of items for the ASL. The EC for each NSN can be found in the FEDLOG. Repair parts selected for stockage will be restricted to essentiality codes C, D, E, and J. Where a QSS is established, E, C, and G items are authorized for stockage.

## **ADMINISTRATION**

### **STANDING OPERATING PROCEDURES**

6-31. The Class IX repair parts SOP must be written and kept updated to incorporate the latest changes. Normally, the PLL/ASL section of a command will be under one supply system. The SOP will reflect the system the command uses. The procedures specified in the SOP must conform to all applicable guidance in governing regulations, directives, and policies. The SOP should be a day-to-day management tool used by all personnel affiliated with the maintenance operation. AR 710-2 is helpful when writing a SOP.

### **PUBLICATIONS**

6-32. Supply publications are a must when editing requests for repair parts. As a minimum, the following publications should be available in the supply section of the unit:

- AR 725-50.
- EM 0007, FEDLOG; SB 708-43.
- Commercial and government entity codes.

- FEDLOG.
- DA Pam 710-2-1.
- AR 710-2.

### **IDENTIFICATION LIST**

6-33. The IL for a particular item has a narrative, illustrative description of that item. The IL for an item can be found by locating its FSC in SB 708-21 or SB 708-22. The FSC is the first four digits of the NSN. All ILs are listed in numerical order by FSC in DA Pam 25-30 and are ordered by FSC.

### **FEDERAL LOGISTICS INFORMATION**

6-34. Cataloging for all services has been consolidated under the DLIS. DLIS is responsible for the FEDLOG. FEDLOG is a database of supply system information for the Federal government. FEDLOG includes supplier names, addresses and phone numbers, as well as manufacturers, part numbers, NSNs, and ordering and pricing information for over 12 million supply items on four CDs. Data from the monthly FEDLOG are used to process and edit requests, update stock records, receive inventory, ship supplies, and process reconciliation. To request a subscription of the FEDLOG, send the following information to the address below.

- Your old AMDF account number (a six digit number beginning with a "0" on the upper right corner of your AMDF mailing label) or request that an account be established.
- Your complete military mailing address.
- Make, model, and serial number of the computer and the CD-ROM drive for each copy you request.
- POC including name and phone number.
- Mail your request to Commander, USAMC Logistics Support Activity, ATTN: AMXLS-MLA, Building 3623, Redstone Arsenal, AL 35898-7466.

### **DOCUMENT REGISTER**

6-35. DA Form 2064 (Document Register for Supply Actions) is used to record supply transactions. Quantities requested, received, adjusted, turned in, or due in are entered on one of three types of document registers—nonexpendable, durable, and expendable. Only units authorized to submit supply requests to a DSU use the expendable register. The PBO designates by a memorandum those elements within a unit authorized to request expendable supplies. The memorandum will specify the class of supply, the DOD activity address code, and the block of document serial numbers the element will use. Policies and procedures for maintaining the document register are detailed in Chapter 2 of DA Pam 710-2-1.

### **AUTHORIZATION TO REQUEST AND SIGN FOR SUPPLIES**

6-36. The office management files must have a copy of the assumption of command orders or the appointing memorandum. Copies must be sent to each DSU from which supplies are drawn with an accompanying DA Form 1687 (Notice of Delegation of Authority-Receipt for Supplies) for request and sign for supplies. A minimum of three copies is needed. The office retains one copy and sends two to the DSU (one each for the editing and issuing/receiving sections). If possible, different persons should be designated

to perform these actions. This reduces the potential for fraud, waste, and abuse. DA Pam 710-2-1 and AR 725-50 outline procedures.

## **REQUISITION**

6-37. Class IX requisition begins with the unit filling requisitions from its PLL. If the item is not stocked on the PLL or is at zero balance, the requisition is passed to the supply unit. This unit will fill the request from the ASL stocks or pass the requisition to the MMC. The ASL Class IX for ground equipment is normally maintained by the light maintenance company of the maintenance support battalion. The AVIM company maintains the Class IX (A) ASL for aviation repair parts.

6-38. Units must submit all requests for supplies, regardless of source, to the specific DSU that supports the unit for the class of supply requested.

## **COORDINATION**

6-39. Sound supply management has a positive impact on maintenance operations. It helps ensure their success. The PLL section, PC, and flight operations need to coordinate efforts when making supply management decisions. The following questions will assist in determining the total supply requirement for a unit's mission:

- What is the total flying-hour program for the unit?
- What are the training requirements for the unit, for both aircraft and personnel?
- What time-change components are coming due?
- What is the overall condition of FMC aircraft?
- Are repair parts needed to correct discrepancies noted on DA Forms 2408-13-1 and 2408-14-1 on order?
- What is the status of parts on order that are needed to correct outstanding discrepancies noted on the aircraft logbooks and to replace time-change components?
- Has a coordinated effort been made to schedule aircraft flight hours to match scheduled maintenance and supply delivery dates?
- Is all required hardware in stock or on order for a scheduled major item change; for example, a main transmission, engine, and so forth?

## **PRIORITY**

6-40. Before repair parts are requested, the UMNIPS must be determined. The unit's FAD (found in the permanent orders activating the unit) and the UND designator then determine the importance of the request. Commanders are responsible for the accurate assignment of priority designators. The commander will personally review or delegate in writing specific personnel the authority to review all requests with UNDs of A or B. The tables in Chapter 2 of DA Pam 710-2-1 should be used.

## **SCREENING AUTHORITY**

6-41. The unit commander must delegate the authority in writing to screen repair-part requests in the section. The individual on orders for processing requests for accuracy and authorization should first check the request for correct priority designators. The authorized individual, who initials the DA Form 2064 and the request (DA Forms 2765 or 2765-1) must approve all high-priority (01-08) requests. During the screening process,

commanders must first ensure that the correct UND is used to meet the maintenance requirement, that is, NMC, supply; ANMCS; or routine. They must also ensure that the PLL clerks have reviewed the I&S file of the FEDLOG for interchangeable or substitute repair parts. This can often prevent needless aircraft downtime because interchangeable or substitute repair parts may be on hand in the command. Next, commanders must closely monitor the records section of the PLL section to ensure that all demands are posted on DA Form 3318 (Records of Demands-Title Insert) (not used with an automated supply system). This will ensure that the correct repair parts are on hand to support the maintenance mission. Demand will determine the authorization for initial stockage of PLL and the increase or decrease of PLL already on hand. The criteria for increase, decrease, and initial stockage of PLL are explained in detail in DA Pam 710-2-1. Last, commanders must ensure that all requests for repair parts are posted on the document register (DA Form 2064).

### **SUPPLY STATUS**

6-42. Supply status informs the requester of the supplier's decision on a specific supply request. Supply status is received from the DSU on status cards, listings, or diskette. Supply status is given in the form of status codes. These codes are in Appendix C of DA Pam 710-2-1.

6-43. Keep a due-in status file for each document register. When status is received for open part requests, file the cards in document number sequence. Destroy the status cards when the total quantity due in is received, canceled, or rejected. For further information concerning policies and procedures, refer to DA Pam 710-2-1.

### **SUPPLY MANAGEMENT**

6-44. Supply and maintenance activities consume 10 percent of the Army's annual budget. A reduction in these areas means an increase in available resources to support force structure, training, and other high priority needs. Accomplishing training and mission objectives within available resources will be dependent upon reducing dollars spent on replacement of reparable parts. This requires that unserviceable, economically reparable parts be repaired at the lowest possible level, if not precluded by policy or capability. Local repair should be the primary source of repair whenever possible. All diagnostics equipment available should be used to determine the reasons for malfunctions prior to replacement of parts. This will minimize the use of component replacement for troubleshooting purposes.

### **SYSTEM COORDINATION, REVIEW, AND INPUT**

6-45. The effectiveness of system operations depends on timely, accurate processing of transactions and issuing of repair parts. ALOC should be established to increase combat readiness.

#### **Customer**

6-46. Customers originate requests for issue, document modifiers, follow-ups, cancellations, and turn-ins. Customers review and respond to system-generated listings and reports to improve accuracy and compatibility of unit and system files.

#### **Direct Support Unit**

6-47. To increase supply responsiveness, DSU personnel review customer input transactions for clarity and completeness while the customer's representative is present.

### **Storage Activity**

6-48. Personnel at the warehouse storage activity ensure that transactions are correct and agree with the actual quantity of materiel received, issued, or recorded at storage locations. Adjustments are made using SARSS file maintenance procedures.

### **Material Management Center**

6-49. The manager controls SARSS processes by scheduling, by selecting parameters, and by input transactions. Input transactions must be controlled to ensure they are processed correctly. The manager must also review SARSS stockage recommendations and automatic stockage adjustments. PLL and ASL items may be delivered by ALOC due to cost or criticality of maintaining combat effectiveness.

### **PRESCRIBED LOAD LIST/SHOP STOCK LIST MANAGEMENT**

6-50. Although the automated supply system supports PLL/SSL management, it does not replace all forms and records that are used in PLL/SSL management. Therefore, each unit must manage its own PLL/SSL. Based on accumulation of demand history, SARSS generates a PLL change list for each customer. This list shows proposed additions, changes, and deletions to a unit's PLL.

6-51. PLL add-and-retain criteria are controlled by manager parameters. Each proposed addition, deletion, and stockage level change requires subsequent action by the customer and the SARSS manager. The customer annotates the list to show desired action on proposed changes and sends the annotated list to the manager. Using the annotated lists, the manager sends change cards for processing in the PLL update process. An updated PLL is provided to each customer. Preprinted requests are also provided to nonautomated customers.

### **Automated Records**

6-52. Although the automated supply system supports PLL maintenance, it does not eliminate the need for unit management (accountability), as stated below.

- DA Form 2063-R (Prescribed Load List) has been replaced by the PLL, PCN AGL-C34. This list provides space for entering on-hand balances, storage locations, reviews, and inventories. This list also contains much of the catalog data found on DA Form 3318.
- DA Form 2064 must be maintained manually if your unit's document register is not automated when using ULLS or SAMS. DA Form 3318 has been replaced by the Unit Demand Summary List, PCN AGL-C39.
- SARSS-1 provides the Unit Demand Summary List, PCN AGL-C39, monthly to each unit. The list shows your unit's demands for PLL and non-PLL items. It also provides detailed demand data for review of the unit's demand history when considering changes to your PLL/SSL.
- Each quarter the PLL computation sub-process of the demand analysis process generates a PLL change list, PCN AGL-C35, for each unit. This list identifies all items recommended for addition, deletion, or change in authorized stockage levels.

Two copies of the list are furnished to each unit. NSNs and MCN are in NIIN sequence. MCNs are in full stock number sequence.

### **Command Decisions**

6-53. For recommended additions, deletions, and changes to PLL stockage levels, unit commanders have three choices—approve, disapprove, or modify the recommendations.

### **AUTHORIZED STOCKAGE LIST MANAGEMENT**

6-54. The ASL identifies authorized items to be stocked in the DSU to support customer demands. Parameters allow the manager control over ASL add-retain criteria by supply class for main and forward DSUs. Although an item may qualify as an ASL item, the manager may or may not add the item to the ASL due to stockage and funding constraints of the DSU. SARSS considers an item qualified for stockage when it is demand-supported, an ORF item specifically authorized for incorporation, an initial provisioning item, and mission-essential or mandatory stockage.

6-55. SARSS considers ASL items not receiving sufficient demands during a 180-day period for a SLC change or for deletion from the ASL. The manager is responsible for managing the ASL. Demand-supported stockage levels are automatically adjusted based on the quantity demanded. Stockage levels for other than demand-supported lines are recommended. To control stockage levels for selected items, the manager—

- Sets minimum RO and ROP quantities. Stockage levels do not adjust below the set minimums.
- Establishes ROs at specific levels.
- Establishes days of supply values to compute stockage levels.
- Determines the method for computation of OST and controls system OST deviations.

### **REPARABLE ITEMS MANAGEMENT**

6-56. Commanders assign responsibility for managing reparable items to an accountable officer. The items required at the DS maintenance facility are called DSU-reparable items. Items selected for repair above the DS level are called non-DSU-reparable items.

6-57. DSU-reparable items are selected for stockage by a coordinated effort between maintenance and supply personnel. For automated processing and accounting visibility, these items are identified with an SLC of Q and a DSC of 3. Items selected for addition or retention as DSU-reparable items must—

- Be repairable by the DSU maintenance shop.
- Use DOS procedures to compute stockage levels (procedures contained in DA Pam 710-2-2, paragraph 4-9).

### **QUICK SUPPLY STORE MANAGEMENT**

6-58. A QSS may be operated in each Class IX main DSU. The manager establishes a QSS by converting ABF lines that meet QSS criteria. The ASL change list from the demand analysis process is reviewed by the manager to identify those items that are recommended for addition to or deletion from QSS stockage. DSUs are then notified of the changes, and an effective date of change is established. The manager then submits the change cards for processing to update relevant files.

6-59. A QSS catalog is prepared once a quarter. This catalog is sequenced by stock number and lists the preferred stock number, unit of issue, nomenclature, unit price, and the DSU that stocks the item. The manager adds the QSS location and hours of operation on the first page of the catalog printout and reproduces the catalog in sufficient copies for distribution to customers supported by the DSU operating the QSS facility.

## RECONCILIATION

6-60. Reconciliation enables the manager to verify due-ins from the higher source of supply and due-outs to supported customers. Twice a month the SCA provides a list of all open requests to its customers. This list also identifies requests that were satisfied or canceled during the report period. Customers review the list, identify discrepancies, request cancellation for those requests that are no longer required, validate the continued need for requested items, and modify requests as required. A copy of the annotated list is returned to the SCA to update DSU files.

## PERFORMANCE INDICATORS

6-61. Proper use and control of the automated supply system will enhance its capability to support its customers. Commanders at all levels should review the following:

- Total time for customers to receive items after a request has been submitted.
- Percentage of PLL/ASL lines at zero balance.
- Accuracy of readiness reports.
- Accuracy of reconciliation procedures.
- Requirement for repair parts needed for an item with an NMCS or ANMCS status or needed for normal replacement. Document registers should also be checked to see if needed items are on order.
- Number of items that are above the authorized retention level (excess). Excess items increase cost and reduce storage space.

6-62. At the unit level, document register entries should be compared with the latest customer due-out reconciliation list to ensure the request is valid. DA Forms 2406 (Materiel Condition Status Report [MCSR]) and 2715-R (Unit Status Report [LRA]) should be checked to ensure accurate data are provided so that proper attention can be drawn to critically required items for intensive management.

6-63. At the MMC a number of output listings indicate the efficiency and effectiveness of the supply system. These listings are the following:

- DSU ASL lines with dues-out.
- Controlled item requisition verification list.
- Cyclic input transaction statistics. Delinquent count card list.
- Periodic MRO statistics list.
- Daily input-output statistics.
- Financial stockage list.
- Input transaction and error list.
- Receipt-not-due-in list.
- MRO list.
- Stock status report.

- Supply performance report.
- Transactions register.
- ASL status review list.
- Excess report.

## **SECTION III – AUTOMATED SUPPLY MANAGEMENT SYSTEMS**

### **UNIT LEVEL LOGISTICS SYSTEM**

6-64. There are three versions of ULLS that appear in different types of units. Each performs slightly different functions. The three versions are ULLS-G, ULLS-A, and ULLS-S4.

#### **UNIT LEVEL LOGISTICS SYSTEM-GROUND**

6-65. ULLS-G is located at any unit that has an organizational maintenance facility. It automates vehicle dispatching, PLL management, and TAMMS. ULLS-G interfaces with SARSS-1, SAMS-1, IVIS, vehicle sensors, and ULLS-S4. The AIT Interrogator is connected directly to the ULLS-G. ULLS-G is linked to the wholesale supply system through OSC.

#### **UNIT LEVEL LOGISTICS SYSTEM-AVIATION**

6-66. ULLS-A is located in all aviation units. It performs those functions for aviation that ULLS-G performs for ground units. It automates procedures for managing unit level repair parts, equipment dispatching and return, equipment management and reporting, and aviation unique TAMMS functions. (See Appendix A for more information on ULLS-A.)

#### **UNIT LEVEL LOGISTICS SYSTEM-S4**

6-67. ULLS-S4 is located at unit level supply rooms, as well as battalion and brigade level S4 staff sections. ULLS-S4 automates the supply property requisitioning/document register process, hand/subhand receipts, component, budget, and logistics planning activities at the Unit Supply, Battalion, and Brigade S4 levels. It also receives and produces AMSS Reports generated by ULLS-G/A systems or by another ULLS-S4 system. The AIT Interrogator is connected directly to ULLS-S4. ULLS-S4 interfaces with the SPBS-R, ULLS-G and ULLS-A (for budget and AMSS data transferring), SAAS, SARSS-O at the Direct Support Level, the SAILS, the OSC SARSS Gateway and the CSSCS.

### **STANDARD ARMY MAINTENANCE SYSTEM**

6-68. The SAMS increases the productivity of maintenance shops, and provides commanders with accurate and timely maintenance management information. It provides visibility of inoperative equipment and required repair parts, selected maintenance, equipment readiness, and equipment performance reports. It also provides completed work order data to the LOGSA for equipment performance and other analyses. SAMS is divided into two levels—SAMS-1 and SAMS-2.

**STANDARD ARMY MAINTENANCE SYSTEM-LEVEL 1**

6-69. SAMS-1 operates at the AVIM level. It tracks all work orders and repair parts, and processes information received from supported units. SAMS-1 interfaces with ULLS-G/A, SAMS-2, and SARSS-1. It operates on the SAMS-1 rehost program hardware. It processes maintenance data to improve control of work load, manpower, and supply. For more details refer to ADSM 25-L21-ZZZ-EM SAMS-1, User Manual.

6-70. The SAMS-1 system—

- Improves visibility of equipment status.
- Reduces Class IX management problems.
- Reduces human error.
- Increases accuracy of reporting.
- Improves use of contact, maintenance assistance, and instruction teams.
- Allows on-line inquiry, with rapid response.
- Tailors reports.
- Eliminates DA Form 3318.
- Responds to needs of the commander.
- Automates reporting to higher levels.
- Reduces data-gathering burden on customer units.
- Simplifies and standardizes training.
- Eliminates shop-supply deficiencies.
- Automates materiel condition status reporting.
- Tracks cost and labor use.
- Compares data on turnaround time (days) and mean time to repair (hours).

**Environment**

6-71. SAMS-1 rehost program hardware is located in the maintenance control section of the maintenance company. Each site has two KVDT wired to a LM. One terminal is used to enter work order data, the other to enter supply data. Both occupy the same facility or are positioned near the LM and printer. Input is entered by keyboard and diskettes. Output is in hard copy and diskettes. The work order clerk and shop supply clerk, both in MOS 76C, operate the system. No additional personnel are required.

**Data Base**

6-72. Only information necessary for effective management or reporting is entered into the database. Data are then passed to each successive management level on an exception or summary basis. The management level has direct access to detailed data in the database for which it has primary responsibility. For example, if the MMC requires SAMS-1 detailed data, it requests it from the shop officer instead of taking it from the SAMS-2 database. The two general types of information flowing through the system are equipment performance and maintenance performance. Data for maintenance managers are limited to their needs. Equipment performance data are sent as directly as possible via SAMS-2 to the wholesale level. Maintenance performance data pass up through the maintenance system in consolidated form.

## **STANDARD ARMY MAINTENANCE SYSTEM-LEVEL 2**

6-73. SAMS-2 operates at the command levels above AVIM such as the MMC, division support command, corps support command, and EAC management levels. It collects, stores, and retrieves maintenance information from SAMS-1 sites and allows managers to coordinate maintenance workloads.

## **STANDARD ARMY RETAIL SUPPLY SYSTEM-OBJECTIVE**

6-74. The SARSS-O is a multiechelon supply management and stock control system designed to operate in tactical and garrison environments. SARSS-O is comprised of four integrated systems: SARSS-1 at the SSA level, SARSS-2AD at the MMC of the division, separate brigade, or ACR, SARSS-2AC/B at the MMC of Corps and Theaters, and SARSS-Gateway, formerly known as the OSC. SARSS-O also provides supply related data to the ILAP system at various functional levels. SARSS-O supports ULLS-G, ULLS-A, ULLS-S4, SAMS-1, SPBS-R STAMIS, nonautomated customers, and the Split Operations Concept. The SARSS-O application software operates on PM, STACOMP centrally procured NDI computer platforms and AIT peripheral devices. SARSS-O is fully integrated from the user through theater Army level. It has the capability to support worldwide deployment of combat forces in various scenarios and AO, ranging from low to mid to high intensity conflict including support operations and/or stability operations.

## **STANDARD ARMY RETAIL SUPPLY SYSTEM-LEVEL 1**

6-75. SARSS-1 is found at most SSAs. This includes nondivisional SSAs, main support, and forward support SSAs in divisions, separate brigades, and armored cavalry regiments. It is the primary automation for the support company, supply and service company, and the AVIM company operating in the brigade and division areas. SARSS-1 processes customer requests for supplies from ULLS, SAMS, and SPBS-R sites. It also processes follow-ups, cancellations, and modifications for Classes II, III (P), IV, VII, and IX requests and releases these items to customers on its support list. It maintains accountable stock record balances and reports them to either SARSS-2AD or SARSS-2AC/B, as applicable, to allow them to maintain visibility of stockages for their SARSS-1 sites. SARSS-1 interfaces with SARSS-2AD, SARSS-2AC/B, SPBS-R, ULLS-S4, SAMS-1, and SAMS-I/TDA.

## **STANDARD ARMY RETAIL SUPPLY SYSTEM-LEVEL 2AD**

6-76. SARSS-2AD is found in MMCs of divisions, separate brigades, and armored cavalry regiments. It performs the time-sensitive functions involved with Classes II, III (P), IV, VII and IX to supply the force. It routes requisitions, releases controlled items (such as critical Classes IV and IX items), and generates disposition instructions for all classes of supply. It provides the MMC with asset visibility, allowing SARSS-1 sites to obtain items from other SARSS-1 locations. SARSS-2AD also checks balances on hand before sending the request forward for action. SARSS-2AD performs time-sensitive management. Major functions executed in SARSS-2AD include management support, financial adjustment, DODAAC and parameter maintenance, and housekeeping.

## **STANDARD ARMY RETAIL SUPPLY SYSTEM-LEVEL 2AC/B**

6-77. SARSS-2AC/B is found at the TSC MMC, Corps MMC, and National Guard USP&FO. This system supports the corps through fill of subordinate SARSS-1 requisitions from the corps area and fill of SARSS-2AD requisitions from the division areas. It also provides corps wide supply support in Classes II, III (P), IV, VII and IX in

the functional area of supplying the force. The SARSS-2A/B function of SARSS-2AC/B operates the nontime sensitive portions of stock management. The SARSS-2AC function of SARSS-2AC/B, at the Corps MMC, has asset visibility of all the SARSS-1 activities in the Corps, via a custodial ABF. This includes those nondivision SARSS-1 activities as well as the SARSS-1 activities in the subordinate divisions. Its processes include all of the SARSS-2AD functions, plus SARSS-2A/B nontime sensitive actions such as catalog, document history, demand history, and interface with the financial systems. Corps-controlled supply storage locations are managed through the automation of this level of SARSS. Managers use the SARSS-2AC/B to access the demand history of all levels of supply.

### **STANDARD ARMY RETAIL SUPPLY SYSTEM-GATEWAY**

6-78. SARSS-Gateway is the computer and communication network interaction that allows total asset visibility for repair parts within a geographic area. It consists of a relational database using specific processing logic (formerly known as OSC) that interfaces with existing Army STAMIS to provide a near real-time supply system to unit level supply and maintenance activities. The requests/requisitions are electronically transmitted from customers to the Gateway computer where lateral search/issue decisions are made based on a resident ABF, which is uploaded by the STAMIS and maintained at the Gateway. This central computer, known as the OSC SARSS-Gateway, maintains constantly updated files of the on-hand assets available to all support activities in a geographic area. SARSS-Gateway shortens the time units wait for parts by directly transmitting part requests from unit or support maintenance shops to a central computer. If insufficient assets are available, the Gateway determines whether to send replenishment or dedicated requisitions to the wholesale SOS, and provides status to customers on the action taken. The objectives of SARSS-Gateway are to—

- Provide same-day processing of requisitions.
- Provide visibility of assets within a geographical area.
- Provide for lateral distribution of assets.
- Provide for near real-time status to the user.
- Reduce the order segment of the order ship time.
- Optimize automation and communications.
- Create the image of a single seamless supply system.

(See your ULLS-A operator's manual for operating instructions.)

### **RADIO FREQUENCY AUTOMATIC IDENTIFICATION TECHNOLOGY**

6-79. This system allows the use of electronic devices to track materiel in the pipeline (intransit visibility), and to do away with the requirement to manually enter most receipt and selected inventory transactions into automated systems.

6-80. This device exists at direct support supply activities, direct support maintenance activities with a supply mission, CRPs, and at selected points within transportation networks. The AIT data interrogator transmits queries to and receives data from all RF Tags in its area. It is connected directly to SARSS-1, SAMS-1, ULLS-S4, and ULLS-G. It also passes data to transportation systems such as TC ACCIS and TC AIMS II.

## **GLOBAL COMBAT SUPPORT SYSTEM-ARMY**

6-81. The GCSS-Army, previously named the ICS3, will be the principle and comprehensive business automation enabler for the Total Army for interfacing and integrating information and enterprise systems across the CSS mission area. The GCSS-Army supports the CSS functions of manning, arming, fixing, fueling, moving, funding, and sustaining soldiers and their systems at all echelons. The program will follow a three-tier development strategy with all 3 tiers working in parallel. Tier I will provide an initial operational capability using those functions currently employed by legacy systems, such as SARSS, ULLS, and SPBS-R. Tier II will produce a seamless integrated wholesale and retail community. Tier III will be completed by implementing all required interfaces with AIS of the joint community, national sustaining base systems, and applicable allied systems.

6-82. GCSS-Army will streamline CSS information management by eliminating duplicative systems, consolidating baseline logistics functionality, and implementing more data sharing. The system will be a modular design where users will have only the system applications and software tools needed to perform mission tasks at their location. Some of the key design features are "common look and feel" based on GUI "point and click" methodology, interactive/real time processing, catalog availability, one-time data entry, and near transparent communications.

## **SECTION IV – MATERIEL MANAGEMENT CENTERS**

### **DIVISION MATERIAL MANAGEMENT CENTER**

6-83. The DMMC provides materiel management for the division. DMMC is the division's logistics coordinating and control element. It provides materiel management for weapon systems and controls maintenance priorities. It also coordinates and controls supply functions to meet the operational needs of the division.

6-84. The DMMC is an element of the DISCOM HHC/MMC. The DMMC chief is directly subordinate to, and receives policy and operational guidance from, the DISCOM commander. The DMMC chief serves as the division materiel management officer. He implements the division and DISCOM commanders' policies.

6-85. The DMMC manages division supply and maintenance. A technical supply officer assigned to the MSB is the interface between the MSB and the Class IX supply section of the DMMC. He has frequent contact with the Class IX warehouses and the DMMC. The DMMC also coordinates maintenance and supply of division aircraft resources through its aviation branch. The DISCOM AMCO/AMB also has Class IX support responsibilities similar to the MSB's. See FM 4-93.2(63-2) for more information on the DMMC.

### **AVIATION BRANCH**

6-86. The aviation branch performs materiel management for aeronautical and airdrop equipment and test equipment that is used with assigned materiel. Equipment includes materiel for aircraft and airdrop, avionics, aircraft armament, and related test equipment.

This branch is typically staffed with an aviation materiel officer and an aircraft maintenance manager.

#### **Aviation Materiel Officer**

6-87. The aviation materiel officer is responsible for exercising staff supervision over aviation maintenance activities. These include classification and diagnosis of malfunctions, repair and replacement of parts, overhaul of components, and testing and final inspection of equipment. In the event of an AVIM work overload, this officer coordinates with the corps MMC for assistance.

#### **Aircraft Maintenance Manager**

6-88. The aircraft maintenance manager supervises aircraft maintenance. He also applies PC principles and procedures to AVIM operations, using reports generated from SARSS and SAMS.

### **SUPPLY PROCEDURES**

6-89. The job of Class IX supply in the division is shared by the DSU/AMCO and the DMMC. The DSU/AMCO receives, stores, issues, and turns in the parts. Supply personnel in the materiel section of the DMMC manage and account for the Class IX inventory. They use demand history and command-directed actions to help them do this. To prevent overstockage in the DSU/AMCO, forward stockage points for class IX are restricted to 10 days of supply. The DMMC decides the type of items that are physically located in the forward area. Selection is coordinated with the ASL platoon leader and the AMCO commander. It is based on the PLLs of the units to be supported from the forward locations and on the immediate mobility needs of forward support maintenance units.

6-90. For most Class IX supplies, using units submit their requests to their designated DS activity. Repairable exchange for selected repairable items (including components and subassemblies) is handled on the basis of simple exchange of the unserviceable item for a serviceable item. If the unit does not have an unserviceable item to exchange, it must submit a request (DA Form 2765-1) for the item. In some cases, controlled exchange and cannibalization may be required to obtain Class IX supplies.

6-91. AVUM customers in the BSA submit their Class IX air requisitions through their ULLS-A system to the supporting AVIM DSU Class IX SARSS-O system. For ground Class IX, all customers in the BSA submit their Class IX ground requisitions through their ULLS-G system to the supporting DSU Class IX SARSS-O system. All Class IX, air or ground, requisitions are either filled at the supporting DSU or passed to DMMC and referred to another divisional DSU (Class IX ground only). If a Class IX requisition (air or ground) cannot be filled within the division it is passed to CMMC and referred among the Corps DSUs (includes Corps AVIMs). This permits the DMMC to update required records, cross-level stocks, and process requests to the Corps MMC. Once a requisition hits the CMMC the MMC SARSS-2A/B systems search across all Corps Class IX DSUs before referring a requisition to the TSC or back to a NICP.

6-92. Due to SARSS-O, all Class IX items arriving in the division are shipped directly to the ordering DSU. Once the DSU receipts all arriving Class IX into their SARSS-O system, it is reported to DMMC or CMMC during the daily closeout and data transfer. DSUs operating in the BSA, DSA, or CSA store Class IX items and issue them to their customers via supply point distribution. All issues are reported to the DMMC and CMMC

for updating of records. Turn-ins are handled in the same manner as receipts; they are also reported to the DMMC and CMMC.

6-93. Class IX Air items are stocked by the AVIM DSU located in the DSA or CSA and are distributed to—

- AVUM customers by supply point distribution.
- Forward AVUMs located in the BSA by division or nondivision aircraft in emergencies. (ALOC must be established for NMCS or AOG repair parts.)

## **CORPS SUPPORT COMMAND MATERIEL MANAGEMENT CENTER**

6-94. The COSCOM MMC is the heart of the corps-level supply and maintenance management system. It performs integrated supply and AVIM maintenance management for all classes of supply (except maps, medical, and COMSEC) for which the COSCOM has jurisdiction and responsibility. The MMC acts on the requirements of supported forces.

6-95. The MMC consists of materiel management divisions that are aligned with those of the TSC MMC and the AMC NICPs. The center functions under the operational control of the COSCOM ACofS, Materiel, and is commanded by the center commander, who also serves as the COSCOM deputy ACofS, Materiel. Each division exercises total day-to-day integrated materiel management of assigned commodities. The aviation division handles aviation materiel management. See FM 4-93.22(54-23) for additional information on the corps MMC.

### **AVIATION DIVISION**

6-96. This division performs integrated materiel management for aeronautical and airdrop equipment and test equipment that is part of or used with assigned materiel. The division manages MATCAT H items and provides guidance and monitors corps stockage of AIMI. Materiel managers of this division are responsible for managing a variety of supplies and materiel. Equipment includes materiel for aircraft and airdrop, avionics, aircraft armament, and related test equipment.

6-97. The aviation division is organized and functions as discussed in the following paragraphs. A functional branch breakdown within the division permits special management of assigned commodities. This type of management provides centralized control of decentralized operations.

#### **Aviation Division Office**

6-98. Personnel assigned to the aviation division office include an aviation materiel officer, a chief aviation materiel NCO, and a clerk-typist. The aviation materiel officer (with the advice and assistance of the branch chiefs) plans, directs, and supervises the division's operations. Together, they manage the day-to-day aviation assets of the corps and aviation equipment, including repair parts and specialized equipment. The aviation materiel officer refers materiel problems that deviate from the routine to the COSCOM ACofS, Materiel, as directed by the MMC commander. The ACofS, Materiel, coordinates materiel management problems that require top-level decisions with the corps G4.

6-99. The chief aviation materiel sergeant is the senior NCO in the division. Responsibilities of the senior NCO include maintaining suspenses, maintaining administrative files, and accounting for personnel.

### Aviation Equipment Supply Branch

6-100. The aviation equipment supply branch manages aviation equipment supply for the corps. This branch manages day-to-day aviation equipment supply support for aircraft and airdrop, avionics, aircraft armament, and related test equipment. Personnel resources are subject to change. Check the latest TOE or MTOE for current staffing.

6-101. Commodity managers of the aviation equipment supply branch implement policies and plans of the COSCOM ACoFS, Materiel; MMC commanders and the chief, aviation division. They perform the following duties:

- Establish realistic requisitioning objectives and initiate their timely review through supply control studies.
- Maintain stock record accountability for Class VII supplies within the corps.
- Ensure that timely supply support is provided to the customer.
- Monitor requisition objectives created by the automated supply system in use (SARSS) and establish mandatory stockage levels for items that are not automatically stocked, stored, and issued through the SARSS software program.
- Monitor the functions of the automated supply system.
- Develop operating procedures and prepare distribution plans.
- Implement policies outlined in AR 710-1, AR 710-2, and TM 38-L03 series for operation of the stock record account.

6-102. The aviation equipment supply branch manages Class VII requisitions for TOE equipment. They perform the following duties:

- Process requisitions on a daily basis and follows up on them as required.
- Assist the equipment authorization branch, service support division, by cross leveling aviation equipment already in the corps.
- Recognize TOE or MTOE shortages and fills requisitions.
- Coordinate with TSC MMC and NICPs to fill requisitions.
- Handles corpswide distribution problems.

### Aviation Parts Supply Branch

6-103. The aviation parts supply branch manages day-to-day supply actions for aviation equipment. Personnel resources are subject to change. Check the latest TOE or MTOE for current staffing.

6-104. Branch personnel implement policies and plans of the COSCOM ACoFS, Materiel; the MMC commander; and the chief, aviation division. They perform the following duties:

- Recommend cross leveling of repair parts.
- Review output from the MCS module of the MRM system to monitor all aspects of supply; determine trends in operational readiness.
- Maintain Class IX ASLs.

6-105. The aviation parts supply branch is responsible for the following:

- Manages all aviation repair parts (Class IX).
- Processes requisitions daily and follows upon them as required.
- Handles corpswide distribution problems.

- Follows up day-to-day SARSS transactions.

6-106. Corps AVIM units and DISCOM MMCs initiate requisitions for repair parts. These requirements are placed directly on the COSCOM MMC. If the repair parts companies within the COSCOM do not have required items or quantities on hand, the COSCOM MMC transmits the requirement to CONUS NICPs. (Requirements for selected items controlled by the TSC MMC flow to the TSC MMC.)

### **Aviation Maintenance Branch**

6-107. The aviation maintenance branch manages the maintenance system for aviation equipment managed by the aviation division. These managers are the single points of contact for maintenance management of aviation equipment in the corps. Personnel resources are subject to change. Check the latest TOE or MTOE for current staffing.

6-108. Branch personnel implement policies and plans of the COSCOM ACofS, Materiel; the MMC commander; and the chief, aviation division. Aviation maintenance branch personnel are responsible for the following:

- Develop, in coordination with the aviation equipment supply and repair parts branches, instruction for AVIM units on evacuation of unserviceable aircraft requiring higher-level maintenance. Similarly, the branch develops instructions for AMBs in the COSCOM on the evacuation of unserviceable aviation materiel and scrap. Instructions are developed under automated procedures and provided to the ADPC, which provides shipping instructions to the AVIM units.
- Provide guidance to C<sup>2</sup> elements on processing aviation materiel.
- Provide repair priorities to the aviation maintenance battalion.
- Provide data to COSCOM staff and higher headquarters on production, deadlines, and problem areas.
- Inform COSCOM and corps aviation units of maintenance management data and report requirements from corps G4.
- Coordinate with the supply branch on repair parts requirements for maintenance of specific items that may be in short supply and requirements for cannibalization, controlled exchange, or parts fabrication.
- Make recommendations on tailoring units and forming like sections from several units to perform high-priority maintenance.
- Review reports and data submitted by subordinate AVIM units and division support commands. Branch personnel provide copies or extracts of these reports for use by the maintenance staff. They evaluate reports and listings processed by the ADPC and provide them with appropriate recommendations to the ACofS, Materiel.
- Act as expeditors when estimated delivery date is unsatisfactory.

### **THEATER SUPPORT COMMAND MATERIEL MANAGEMENT CENTER**

6-109. The MMC is assigned to the TSC under the staff supervision of the DMC. It serves as the control center for materiel activities in the TSC through daily monitoring of supply and maintenance actions. The MMC performs integrated supply and maintenance management in the TSC for all classes of supply except medical supplies. It also manages maintenance activities for which the TSC is responsible. The aviation division manages aviation materiel.

6-110. The MMC coordinates materiel activities with movement control elements and the functional directorates of the TSC support operations section. It maintains links to the CONUS base as well as tactical level MMCs. FM 4-93.4(63-4) has additional details on the TSC and its MMC.