SUMMARY of CHANGE

AR 700–138
Army Logistics Readiness and Sustainability

This major revision, dated 23 April 2018—

- Prescribes policy and outlines responsibility for development of materiel supply requirements determination and sourcing to generate nonunit cargo records (paras 1–15d, 1–16o(1), and 1–17c(2)).

- Provides authority for establishment and operation of the readiness area of the Logistics Information Warehouse (para 1–16h).

- Clarifies reporting requirements using the Army Materiel Status System (para 1–22).

- Provides reporting information for Army prepositioned stocks (paras 1–27, 2–3c, 4–2c, and 4–3c).

- Changes reporting procedures for Army prepositioned stocks issued equipment (para 1–27c).

- Synchronizes monthly reporting due dates to Logistics Support Activity for Army components (Regular Army, Army National Guard, and U.S. Army Reserve) (chap 2).

- Changes Logistics Support Activity reporting due dates for all units (chaps 2, 3, and 4).

- Designates assignment and functional codes so that each code has a unique meaning and each valid combination has a unique meaning (paras 3–2, 3–5, and 3–6).

- Changes requirements for commander’s comments on aircraft (para 3–6b).

- Revises readiness area of the Logistics Information Warehouse (para 5–6).

- Prescribes policy for development of logistics sustainability analysis for the warfighting combatant commands and their Army service component commands operations plans, concept plans, and functional plans (para 6–3).

- Changes the name for Army War Reserve prepositioned sets to Army prepositioned stocks (throughout).
Headquarters
Department of the Army
Washington, DC
23 April 2018

Army Regulation 700–138

Effective 23 May 2018

Logistics

Army Logistics Readiness and Sustainability

By Order of the Secretary of the Army:

MARK A. MILLEY
General, United States Army
Chief of Staff

Official:

GERALD B. O’KEEFE
Administrative Assistant to the Secretary of the Army

History. This publication is a major revision.

Summary. This regulation establishes policies, responsibilities, and procedures to be followed for reporting the physical condition of Army equipment and the ability or inability to perform its intended mission. This revision implements DODI 3110.05 and it prescribes policies and procedures for total logistics readiness sustainability analysis—the annual logistics assessment of the Army’s capability to deploy and sustain combat forces.

Applicability. This regulation applies to the Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve, unless otherwise stated. During mobilization and deployments, the proponent may modify the procedures explained in this publication and/or direct or authorize the responsible Army command, Army service component command, direct reporting unit and/or the Chief, Army National Guard and/or Chief, National Guard Bureau, when applicable to supplement provisions contained in this pamphlet in order to accommodate exceptional or unique requirements.

Proponent and exception authority. The proponent of this regulation is the Deputy Chief of Staff, G–4. The proponent has the authority to approve exceptions or waivers to this regulation that are consistent with controlling law and regulations. The proponent may delegate this approval authority, in writing, to a division chief within the proponent agency or its direct reporting unit or field operating agency, in the grade of colonel or above or the civilian equivalent. Activities may request a waiver to this regulation by providing justification that includes a full analysis of the expected benefits and must include formal review by the activity’s senior legal officer. All waiver requests will be endorsed by the commander or senior leader of the requesting activity and forwarded through their higher headquarters to the policy proponent. Refer to AR 25–30 for specific guidance.

Army internal control process. This regulation contains management control provisions according to AR 11–2 and key internal controls that must be evaluated (see appendix B).

Supplementation. Supplementation of this regulation and establishment of command and local forms are prohibited without prior approval from the Deputy Chief of Staff, G–4 (DALO–OPO), 500 Army Pentagon, Washington, DC 20310–0500.

Suggested improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) directly to the Deputy Chief of Staff, G–4 (DALO–OPO), 500 Army Pentagon, Washington, DC 20310–0500.

Distribution. This publication is available in electronic media only and is intended for Regular Army, the Army National Guard/Army National Guard of the United States, and the U.S. Army Reserve.

Contents (Listed by paragraph and page number)

Chapter 1

Introduction, page 1

Section I

General, page 1
Purpose • 1–1, page 1
References • 1–2, page 1
Explanation of abbreviations and terms • 1–3, page 1
Responsibilities • 1–4, page 1

Section II

Responsibilities, page 1
Headquarters, Department of the Army principal officials • 1–5, page 1
Assistant Secretary of the Army (Financial Management and Comptroller) • 1–6, page 1
The Chief Information Officer/G–6 • 1–7, page 1

*This publication supersedes AR 700-138, dated 26 February 2004.
Contents—Continued

Chief, National Guard Bureau • 1–8, page 1
Deputy Chief of Staff, G–1 • 1–9, page 2
Deputy Chief of Staff, G–2 • 1–10, page 2
Deputy Chief of Staff, G–3/5/7 • 1–11, page 2
Deputy Chief of Staff, G–4 • 1–12, page 2
Deputy Chief of Staff, G–8 • 1–13, page 3
Chief, Army Reserve • 1–14, page 3
The Surgeon General • 1–15, page 4
Commanding General, U.S. Army Materiel Command • 1–16, page 4
Commanders, Army commands, Army service component commands, direct reporting units, agency, and activity officials • 1–17, page 5

Section III
Status Reports, page 7
Readiness reporting • 1–18, page 7
Equipment readiness goals • 1–19, page 8
Rating criteria • 1–20, page 8
Materiel condition status report • 1–21, page 8
Army Materiel Status System • 1–22, page 8
Materiel condition status report flow • 1–23, page 9
Maintenance Master Data File • 1–24, page 9
Security classification • 1–25, page 10
Units excused from materiel condition status reporting • 1–26, page 10
Army prepositioned and managed stocks • 1–27, page 10

Chapter 2
Status Reporting, page 10
Methods of reporting • 2–1, page 10
Report review • 2–2, page 10
Reporting units and/or activities • 2–3, page 11
Reportable and nonreportable equipment • 2–4, page 11
Reporting • 2–5, page 12

Chapter 3
Army Manned and Unmanned Aircraft Systems Inventory, Logistical Status, and Flying Time Reporting, page 13
Methods of reporting aviation systems • 3–1, page 13
Reporting manned aircraft readiness • 3–2, page 16
Methods of reporting unmanned aircraft systems • 3–3, page 18
Goal of unmanned aerial systems readiness management • 3–4, page 18
Unmanned aerial systems system readiness • 3–5, page 18
Unmanned aerial systems readiness reporting procedures • 3–6, page 19
Common equipment items • 3–7, page 20
Multiple simultaneous failures within an unmanned aerial system • 3–8, page 20
Explanation of unmanned aerial system specific terms • 3–9, page 21

Chapter 4
Missile Materiel Condition Status Reporting, page 22
Duties and policy • 4–1, page 22
Reporting • 4–2, page 23
Reportable equipment • 4–3, page 23

Chapter 5
Finding and Fixing Readiness and Sustainability Deficiencies, page 23
Materiel readiness reporting • 5–1, page 23
Materiel readiness deficiencies • 5–2, page 24
Contents—Continued

Resolution of materiel deficiencies • 5–3, page 24
Methodology • 5–4, page 24
Maintenance assistance and instruction teams program • 5–5, page 25
Logistics Assistance Program • 5–6, page 25
Army Oil Analysis Program • 5–7, page 26
Command Logistics Review Program • 5–8, page 27
Equipment improvement report and maintenance digest • 5–9, page 27
Integrated logistics support lessons learned report • 5–10, page 27
Sample data collection • 5–11, page 27
The preventive maintenance monthly Technical Bulletin 43–PS-series • 5–12, page 27
U.S. Army Materiel Command information publications • 5–13, page 28
Readiness directorates • 5–14, page 28
Readiness area of the logistics information warehouse • 5–15, page 28

Chapter 6
Logistics Sustainability Assessment and Analysis Program, page 28
Application of resources • 6–1, page 28
Logistics sustainability assessment and other Army logistics sustainment and sustainability analysis • 6–2, page 28
Logistics evaluation of operations plans, contingency plans, and functional plans • 6–3, page 29
Measures of sustainability • 6–4, page 30

Appendixes
A. References, page 31
B. Internal Control Evaluation, page 34

Table List

Table 1–1: Input and output reports, page 9
Table 3–1: Aviation logistical goals, page 14
Table 3–2: Manned aviation required equipment in accordance with AR 95–1, page 14
Table 3–3: Unmanned aerial system required equipment in accordance with AR 95–23, page 21
Table 3–4: Rating table for nonstandard aircraft system MQ–1C, line identification number E05002 and related equipment (sample), page 22

Glossary
Chapter 1
Introduction

Section I
General

1–1. Purpose
This regulation prescribes policy and provides procedures for collecting and reporting the physical condition of Army materiel that will aid in the development or modification of logistic policies, procedures, and strategies for equipment readiness (ER) sustainability.

1–2. References
See appendix A.

1–3. Explanation of abbreviations and terms
See glossary.

1–4. Responsibilities
Responsibilities are listed in section II of chapter 1.

Section II
Responsibilities

1–5. Headquarters, Department of the Army principal officials
HQDA principal officials will—
a. Initiate action to implement approved Army readiness and sustainability assessment recommendations as directed.
b. Designate an element to serve as the source for all Army readiness and sustainability assessment related actions.

1–6. Assistant Secretary of the Army (Financial Management and Comptroller)
The ASA (FM&C) will—
a. Provide guidance within respective areas of staff responsibility.
b. Provide data as required.

1–7. The Chief Information Officer/G–6
The CIO/G–6 will provide input data and policy guidance to the Deputy Chief of Staff (DCS), G–4 in the areas of communications and automated systems requirements and capabilities for the current period and program objective memorandum (POM) timeframe.
a. Provide guidance within respective areas of staff responsibility.
b. Provide data as required.

1–8. Chief, National Guard Bureau
The CNGB will—
a. Assign specific staff responsibilities for coordination and supervision of the Logistics Readiness Program within their command and assist DCS, G–3/5/7 with the responsibilities that are delineated in paragraph 1–11.
b. Monitor logistics performance to identify deficiencies requiring correction or resources to enhance mission capability.
c. Set logistics priorities that ensure mission accomplishment.
d. Report materiel condition status according to chapters 2, 3, and 4 of this regulation.
e. Schedule command logistics review teams (CLRTs) visits, as appropriate.
f. Conduct CLRT visits to subordinate elements.
g. Review materiel condition status reports (MCSRs) and Army Materiel Status System (AMSS) reports, compare status with materiel readiness goals, and start action to improve readiness. Identify readiness needs in consumer and stock fund command budget requests.
h. Ensure that subordinate units comply with all reportable materiel condition status reporting requirements and information reported is complete and accurate. Situations that cause degraded reportable materiel condition status and are beyond the capability of the Army commands (ACOMs), Army service component commands (ASCCs), and direct reporting units (DRUs) to resolve locally will be reported in the most expeditious manner to: Commander, U.S. Army Materiel Command (AMC) (AMCLG–RS), 440 Martin Road, Redstone Arsenal, AL 35898–5000, or by email to usarmy.redstone.usamc.mbx.amcoc@mail.mil.
i. Maintain visibility of materiel condition status reporting on all reportable items and/or systems, identified in the maintenance master data file (MMDF).
j. Provide guidance within respective areas of staff responsibility.
k. Provide data as required.

1–9. Deputy Chief of Staff, G–1
The DCS, G–1 will—
a. Develop plans, policies, and programs for the management of military and civilian logistics personnel.
b. Provide guidance within respective areas of staff responsibility.
c. Provide data as required.

1–10. Deputy Chief of Staff, G–2
The DCS, G–2 will—
a. Develop plans and policies related to the sustainability of intelligence-unique materiel.
b. Provide guidance within respective areas of staff responsibility.
c. Provide data as required.

1–11. Deputy Chief of Staff, G–3/5/7
The DCS, G–3/5/7 will provide the appropriate force structuring that allows the DCS, G–4 to adequately and effectively develop executable sustainment plans and policies. The DCS, G–3/5/7 will—
a. Provide input data and functional guidance in areas of force structure, materiel, training, and warfighting scenarios planned for the current POM timeframe.
b. Provide assistance in developing interface between Army readiness and sustainability assessments and prioritization process.
c. Provide data and guidance on fielding materiel systems, and modified organizations for the current and POM timeframe.

1–12. Deputy Chief of Staff, G–4
The DCS, G–4 is responsible for setting all policies for the Department of the Army (DA) Logistics Assessment Program. The DCS, G–4 will—
a. Integrate input from the DCS, G–4 to other Army staff offices, ACOMs, ASCCs, and DRUs into the defense total readiness and sustainability model framework.
b. Prepare and provide analysis and reports on Army materiel readiness in order to timely identify, track, and resolve ER deficiencies. Ensure material readiness reporting data from units are compiled and submitted in accordance with this regulation. Develop reports to provide a current status of Army readiness and sustainability for the Chief of Staff, Army, the Army component commanders, the HQDA staff, and other decision making authorities according to the needs of the Army and Title 10 United States Code (10 USC).
c. Establish logistics readiness procedures for the following:
   (1) Equipment on hand (EOH) and fully mission capable (FMC) status ratings for Regular Army (RA), Reserve Component (RC) units, and Army prepositioned stocks (APS).
   (2) All equipment designated as reportable captured on the MMDF, with the most updated HQDA approved listing maintained by Logistics Support Activity (LOGSA) available at https://liw.logsa.army.mil/.
d. Review the reporting requirements described in chapters 2, 3, and 4 of this regulation (for the unit status report (USR), see AR 220–1).
e. Receive, review, and analyze all Command Logistics Review Program (CLRP) policy recommendations and concerns. Establish policy for and review the performance of the CLRP.
f. Approve changes, additions, and/or deletions to the Army list of reportable items of equipment for materiel condition status reporting.
g. Responsible for materiel condition, flight time reports, data analysis, and resolution of aviation problems.
h. Responsible for Army readiness and sustainability analysis.
i. Direct the analysis and measurement of Army readiness and sustainability of the force for the year under review.

j. Issue a memorandum of instruction (MOI) identifying the parameters of each readiness and sustainability analysis.

k. Provide logistics input data to Army readiness and sustainability analyses.

l. Initiate actions to implement approved recommendations resulting from analyses that are within the DCS, G–4 area of responsibility.

m. Provide recommendations resulting from CLRP reviews that are not within the DCS, G–4 area of responsibility to the appropriate Army staff agency or ACOMs, ASCCs, and DRUs for evaluation and necessary action.

n. Provide a copy of the warfighting combatant command’s operations plan (OPLAN) and contingency plan (CONPLAN) to the respective major regional contingencies (MRCs), also referred to as major theater of war (MTW); lesser regional contingency (LRC), also referred to as small scale contingencies (SSCs); and military operation other than war (MOOTW) contingencies to U.S. Army Center for Army Analysis (USACAA), AMC, and the U.S. Army Medical Materiel Agency (USAMMA).

o. Distribute copies of defense planning guidance (DPG) with associated illustrative planning scenarios (IPS), Joint Strategic Capabilities Plan (JSCP), and U.S. Joint Staff supplements to the JSCP to the ASCCs, USACAA, AMC, USAMMA and the other ACOMs and DRUs as appropriate, where those documents are distributed in bulk to HQDA.

p. Provide specific implementing guidance via MOI or message to the ACOMs, ASCCs, DRUs, USACAA, AMC, and USAMMA for the departmental timeliness and responsibilities pertaining to the materiel requirements determination and process. This generates the development of logistic support analysis (LSA) input, and the evaluation of the logistics force structure.

q. The U.S. Army Logistics Innovation Agency (LIA) is a field operating agency of the DCS, G–4. The Director, LIA is responsible for developing logistics readiness evaluations as required. The Director, LIA will—

   (1) Administer the CLRP for the DCS, G–4 according to AR 11–1. Review and analyze all CLRP policy reviews and rapid assessment findings and provide results and recommendations to the DCS, G–4 for further action, as required.

   (2) Provide technical guidance, procedures, and assistance to the Army in its execution of policy, directives, and guidance issued by DCS, G–4.

   (3) Receive, review, and assimilate Army readiness data for inclusion in studies.

1–13. Deputy Chief of Staff, G–8
The DCS, G–8 is responsible for providing data and functional assistance to develop an interface between Army readiness and sustainability assessments and the planning, programming, and budgeting execution systems process for the POM timeframe. The USACAA is a field operating agency of the DCS, G–8. The Director, USACAA will—

   a. Provide to DCS, G–4 information as requested concerning USACAA combat and logistics simulations.

   b. Prepare logistics sustainment and sustainability evaluations, assessments, and analyses as directed by DCS, G–4 (DALO–ORR).

   c. Evaluate the warfighting combatant command’s MRC, LRC, and MOOTW OPLANs, CONPLANs, and functional plans (FUNCPLANs) as directed by DCS, G–4 (DALO–OPO).

   d. Provide logistics force structure evaluation results as input for the LSA to AMC, USAMMA, and the appropriate ASCC.

   e. Develop, maintain, and enhance as necessary, the information management systems and automation processes needed to support DCS, G–4 directed logistics sustainment and sustainability evaluations, assessments, and analyses and the logistics evaluation of OPLANs, CONPLANs, and FUNCPLANs.

1–14. Chief, Army Reserve
The CAR will—

   a. Assign specific staff responsibilities for coordination and supervision of the Logistics Readiness Program within their command and assist the DCS, G–3/5/7 with responsibilities delineated in paragraph 1–11.

   b. Monitor logistics performance to identify deficiencies requiring correction or resources to enhance mission capability.

   c. Set logistics priorities that ensure mission accomplishment.

   d. Report materiel condition status according to chapters 2, 3, and 4 of this regulation.

   e. Schedule CLRT site visits, as appropriate.

   f. Conduct CLRT visits to subordinate elements.

   g. Review MCSR and AMSS, compare status with materiel readiness goals, and start action to improve readiness.

   h. Identify readiness needs in consumer and stock fund command budget requests.

   i. Ensure that subordinate units comply with all MCSR requirements and information reported is complete and accurate. Situations that cause degraded reportable materiel condition status and are beyond the capability of the ACOMs, ASCCs,
and DRUs to resolve locally will be reported in the most expeditious manner to: Commander, U.S. Army Materiel Command (AMCLG–RS) 440 Martin Road, Redstone Arsenal, AL 35898–5000, or by email to usar-my.redstone.usamc.mbx.amcoc@mail.mil.

j. Maintain visibility of materiel condition status reporting on all reportable items and/or systems identified in the MMDF.

k. Provide guidance within respective areas of staff responsibility.

l. Provide data as required.

1–15. The Surgeon General

TSG will—

a. Evaluate the logistics readiness effectiveness of the wholesale system.

b. Review logistics readiness reports; identify and take corrective action on problems that degrade readiness.

c. Distribute major items of equipment according to Army distribution guidance in coordination with the DCS, G–4 of the appropriate ACOMs, ASCCs, and DRUs.

d. Direct USAMMA as the Office of the Surgeon General point of contact for materiel supply Class VIII requirements determination and source to generate nonunit cargo records and LSA input to the ASCCs to accomplish the following:

(1) In order to generate the nonunit cargo records for warfighting combatant command operation plan (OPLANs) and CONPLANs, develop the Army-managed and/or USAMMA-managed materiel supply Class VIII requirements determination and materiel sources in accordance with the U.S. Joint instructions; develop specific plan guidance and direction prepared by DCS, G–4 (DALO–ORR); and implement ASCC instructions to the warfighting combatant command’s guidance and direction.

(2) Prepare the Army-managed and/or USAMMA-managed materiel supply Class VIII input for LSA and provide the input to the appropriate ASCC in accordance with the U.S. Joint Staff instructions; DCS, G–4 (DALO–ORR) specific plan guidance and direction; and the ASCC implementing instructions to the warfighting combatant command guidance and direction.

(3) Serve as the coordination interface to the General Services Administration (GSA), Defense Logistics Agency (DLA), the U.S. Joint Staff J–4, the other military services, and the ACOMs, ASCCs, and DRUs for the development of the materiel supply Class VIII requirements determination and sources to generate the nonunit cargo records and the resulting LSA for input to the ASCCs.

(4) Identify and submit unsatisfied Army materiel demand requirements to DLA and the other military services in support of materiel supply Class VIII requirements determination and sources process.

(5) Submit all unresolved materiel supply Class VIII supportability, sustainment, and sustainability shortfalls, deficiencies, issues, concerns, and limiting factors (LIMFACs) to DCS, G–4 (DALO–ORR) for resolution through the programming and budgeting process.

(6) Develop, maintain, and enhance, as necessary, the information management system and automation processes to support the materiel supply Class VIII requirements determination, materiel sources, nonunit cargo record generation, and LSA input development.

   e. Reconcile materiel status reporting with asset reporting.

   f. Provide input to and policy guidance for the management of the wholesale logistics system and production base for Class VIII materiel.

   g. Provide representation to meetings and/or workshops relating to policy and procedure changes and/or revisions to this regulation.

   h. Identify, program (when applicable), and monitor the application of Army modification work order (MWO) and product improvement programs.


The CG, AMC is responsible for evaluating the logistics readiness effectiveness of the wholesale system. AMC will—

a. Evaluate the logistics readiness effectiveness of the wholesale system.

b. Review unit status with associated logistics reports and take corrective action on problems that degrade readiness.

c. Provide support for CLRP as requested.

d. Program and monitor the application of Army MWOs and engineering change proposals (ECPs).

e. Establish a point of contact for readiness and sustainment at Headquarters, AMC, Life-Cycle Management Commands (LCMCs) and LOGSA.

   f. Reconcile unit status reporting with asset reporting.

   g. Provide input data and policy guidance in the area of the production base and wholesale system capability to respond to mobilization requirements.
h. Maintain the readiness area of the Logistics Information Warehouse (LIW) and ensure accessibility.

i. Provide HQ, AMC command representation to all scheduled meetings and/or workshops relating to policy and procedure changes and/or revisions of this regulation.

j. Ensure compliance with this regulation.

k. Approve and provide administrative and/or authoritative support to LCMC as related to Army readiness reporting.

l. Provide the following to DCS, G–4:
   (1) Materiel requirements, assets, and expected distributions for identified classes of supply.
   (2) Depot maintenance support projections.
   (3) Capability of the production base and wholesale systems to respond to mobilization requirements.
   (4) Program cost estimates to overcome equipment faults.

m. Participate in the review and refinement of applicable study conclusions and recommendations.

n. Initiate action to implement approved study recommendations.

o. Designate an element to serve as the source for all Army readiness and sustainability assessment related actions. This element will—
   (1) Develop the Army-managed and/or AMC-managed materiel supply requirements determination and materiel sources to generate the nonunit cargo record for warfighting combatant command's OPLANs and CONPLANs in accordance with the specific plan guide and direction prepared by DCS, G–4 and ASCC implementing instructions and warfighting combatant command's guidance and direction.
   (2) Prepare the Army-managed and/or AMC-managed materiel supply and the Army portion of the Defense industrial base input for LSA and provide input to the appropriate ASCC in accordance with U.S. Joint Staff instructions; DCS, G–4 specific plan guidance and direction; and ASCC implementing instructions to the warfighting combatant command guidance and direction.
   (3) Serve as the coordination interface to the GSA, DLA, the Joint Staff J–4, other military services, and the ACOMs, ASCCs, and DRUs for the development of the AMC-managed materiel supply requirements.
   (4) Identify and submit unsatisfied Army materiel demand requirements to DLA and other military services in support of their materiel supply requirement determination and sources process.
   (5) Submit all unresolved Army-managed and/or AMC-managed materiel supply supportability, sustainment and sustainability shortfalls, deficiencies, issues, and concerns to DCS, G–4 (DALO–OPO) for resolution through the programming and budgeting process.
   (6) Develop, maintain, and enhance as necessary the information management systems and automation processes to support the DA-managed and/or AMC-managed materiel supply requirements determination, materiel sources, nonunit cargo record generation, and LSA input development.
   (7) Ensure Army approved readiness tables remain accurate and accessible via the appropriate agency (for example AMC, Aviation and Missile Command (AMCOM), and LOGSA) homepage.

1–17. Commanders, Army commands, Army service component commands, direct reporting units, agency, and activity officials

a. Commanders, ACOMs, ASCCs, DRUs, agency, and activity officials will—
   (1) Provide Army readiness and sustainability study input data, within respective areas of responsibility, to DCS, G–4 (DALO–OPO) in response to DCS, G–4 Army readiness and sustainability study MOI.
   (2) Participate in the review and refinement of applicable Army readiness and sustainability study conclusions and recommendations.
   (3) Initiate action to implement approved Army readiness and sustainability study recommendations, as directed.
   (4) Designate an element to serve as the source for all Army readiness and sustainability assessment related actions.
   (5) Support the USACAA, AMC, and USAMMA for logistics supportability, sustainment, and sustainability evaluations, assessments, and analyses as directed by DCS, G–4 (DALO–OPO).
   (6) Provide copies of all plans that support the warfighting combatant commands (for example, OPLANs, CONPLANs, and FUNCPLANs) to USACAA, AMC, and USAMMA. ASCC OPLANs, CONPLANs, and FUNCPLANs that support the warfighting combatant command and all command references essential to the logistics supportability, sustainment, and sustainability evaluation, assessment, or analysis of those plans should likewise be provided to USACAA, AMC, and USAMMA.
   (7) Identify unit materiel and stocks beyond requirements to AMC and USAMMA (for materiel supply Class VIII) for application against the materiel supply requirements during the source identification process.
   (8) Submit any unresolved logistics supportability, sustainment, and sustainability concerns, shortfalls, deficiencies, issues, and LIMFACs to DCS, G–4 (DALO–OPO) for resolution through the programming and budgeting process.
(9) Participate in the review, refinement, and resolution of LSA shortfalls, deficiencies, issues, concerns, and LIMFACs.

b. Commanders of ACOMs and DRUs will—

(1) Assign specific staff responsibilities for coordination and supervision of the Logistics Readiness Program within the command and assist DCS, G–3/5/7 with responsibilities delineated in paragraph 1–11.

(2) Monitor logistics performance to identify deficiencies requiring correction or resources to enhance mission capability.

(3) Set logistics priorities that ensure mission accomplishment.

(4) Schedule CLRT visits, as appropriate.

(5) Conduct CLRT visits to subordinate elements.

(6) Review MCSR and AMSS, compare status with materiel readiness goals, and start action to improve readiness.

(7) Identify readiness needs in consumer and stock fund command budget requests.

(8) Ensure that subordinate units comply and report materiel readiness in accordance to this regulation. Ensure reports and information are complete and accurate. Situations that cause degraded reportable materiel condition status and are beyond the capability of the ACOMs, ASCCs, and DRUs to resolve locally will be reported in the most expeditious manner to: Commander, U.S. Army Materiel Command (AMCLG–RS) 440 Martin Road, Redstone Arsenal, AL 35898–5000 and also by email to usarmy.redstone.usamc.mbx.amcoc@mail.mil.

(9) Maintain visibility of materiel condition status reporting on all reportable items and/or systems identified in the MMDF.

(10) Provide guidance within respective areas of staff responsibility.

(11) Provide data as required.

c. ASCC commanders will—

(1) Develop the LSA for submission through DCS, G–4 (DALO–OPO) to AMC and USAMMA for the materiel supply requirements determination and sources process.

(2) Provide the critical items list through DCS, G–4 (DALO–OPO) to AMC and USAMMA for the materiel supply requirements determination and sources process.

(3) Provide implementing instructions for warfighting combatant command's MOIs through DCS, G–4 (DALO–OPO), USACAA, AMC, and USAMMA for development of logistics evaluation plans, development of the materiel supply requirements determination and sources, nonunit cargo record generation, and development of LSA input. These instructions will include detailed guidance by class of supply; instructions for common item support that the Army provides to other service components; support to allied or coalition forces; support to enemy prisoners of war (civilian internees and detainees), host nation support offsets; the time-phased force development data (TPFDD) and the TPFDD force packages; and any other information and guidance needed to complete the functions for which USACAA, AMC, and USAMMA are responsible.

(4) Provide copies of ASCC MRC, LRC, and MOOTW OPLANs, CONPLANs, and FUNCPLANs to USACAA, AMC, and USAMMA and ensure that the ASCC Theater Sustainment Command provides copies of their supporting MRC, LRC, and MOOTW OPLANs, CONPLANs, and FUNCPLANs to USACAA, AMC, and USAMMA.

(5) Inform the supported warfighting combatant command of any unresolved logistics support, sustainment, or sustainability shortfalls, deficiencies, issues, concerns, and LIMFACs. Coordinate with DCS, G–4 (DALO–OPO) and USACAA, AMC, and USAMMA to resolve all identified logistics supportability, sustainment, or sustainability shortfalls, issues, concerns, and LIMFACs.

d. Commanders at all levels will—

(1) Determine the causes of ER deficiencies, take corrective action within their areas of responsibility, and provide feedback on systemic readiness problems to the next higher HQ.

(2) Establish supply and maintenance controls to prevent abuse of priorities and enforce supply and maintenance discipline.

(3) Ensure accuracy and timeliness for ER reporting.

(4) Appoint a logistics readiness officer to—

(a) Keep the commander aware of the ER status of the unit.

(b) Help the commander detect and correct ER deficiencies.

e. Ensure all units prepare and forward required and accurate readiness reports through appropriate command levels and/or channels to the national collection point (LOGSA) in compliance with AR 750–1 and this regulation. Primary means of readiness reporting is through the unit's logistics information system (LIS) with the required data file submitted to LOGSA. Under extreme circumstances and when approved by DCS, G–4, manual reports are input directly onto the applicable form. These forms include DA Form 2406 (Materiel Condition Status Report), DA Form 3266–1 (Army Missile Materiel Readiness Report), and DA Form 1352 (Army Aircraft Inventory, Status and Flying Time), or DA Form 7752
(Army Unmanned Aircraft System Inventory, Status, and Flying Time). These forms are then submitted to LOGSA in accordance with paragraph 1–21 of this regulation.

Section III
Status Reports

1–18. Readiness reporting

a. All units in possession of reportable equipment must ensure readiness reporting is accurately captured and submitted. The unit in possession of reportable equipment will either—
   (1) Provide readiness data to owning unit (if on loan) for submission; or,
   (2) Submit monthly AMSS (reference this publication and AR 750–1) reports to LOGSA within prescribed timelines.

Primary method to report AMSS is electronically to LOGSA with the applicable LIS or tactical enterprise logistics system data file. Electronic submission of all readiness data by the applicable LIS or tactical enterprise logistics system is the primary method of readiness reporting.

Pr (3) Manual reporting may be authorized only if the unit is unable to report electronically by one of three methods prescribed in AR 750–1. Prior to manual submission, the unit must receive authorization by the DCS, G–4 to report AMSS manually. Manual reporting is only authorized on a case-by-case basis by DCS, G–4. To report manually, the unit will complete the applicable form listed below and submit to LOGSA.
   (a) Ground equipment status reporting—DA Form 2406.
   (b) Aircraft status reporting—DA Form 1352.
   (c) Unmanned aircraft status reporting—DA Form 7752.
   (d) Missile status reporting—DA Form 3266–1.

For units using legacy systems, daily reports will be submitted to LOGSA electronically according to the three methods prescribed in AR 750–1 depending on the unit situation and LIS architecture.
   (a) Preferred method is through secure file transfer protocol (SFTP) connection with LIW (national or regional Integrated Logistics Analysis Program (ILAP) server).
   (b) Secondary method is for the Unit Level Logistics System-Aviation Enhanced (ULLS–AE) units without supporting SFTP connection with the LIW. Units will upload these files directly to WebLIDB.
   (c) The third and least productive is for special situations approved by AMC. The tactical level Army logistics management system is transforming to a single integrated system, called the Global Combat Support System-Army (GCSS-Army). The GCSS-Army has replaced the existing suite of legacy Standard Army Management Information System (STAMIS), which includes the Standard Army Retail Supply System (SARSS), Standard Army Maintenance System–Enhanced (SAMS–E), Property Book Unit Supply Enhanced (PBUSE), and the materiel management structure associated with these systems. GCSS-Army will populate the LOGSA databases in the same way that the STAMIS do currently.
   (d) The initial deployment of the GCSS-Army were in two waves. During Wave 1, SARSS was replaced; during Wave 2 fielding, PBUSE and SAMS–E were replaced.
   (e) Units on GCSS-Army will be able to conduct business with units not on GCSS-Army. Once units have converted to GCSS-Army, daily reports will be extracted from GCSS-Army and consolidated in the Army Enterprise Systems Integration Program Hub.

b. The policies below apply to commanders having responsibilities for reportable items and/or systems listed in this regulation. Specific reporting procedures are listed in chapters 2, 3, and 4. The most up-to-date versions of tables and charts within this AR are approved by the appropriate DCS, G–4 directorate and maintained by LOGSA at https://liw.logsa.army.mil.

c. Supply, maintenance, production, distribution, and other logistics support needed to attain materiel readiness goals are provided according to the priorities set in AR 11–1, and the guidance in AR 11–2, AR 40–61, AR 700–18, AR 700–90, AR 710–1, AR 710–2, AR 710–3, AR 725–50, AR 740–1, AR 750–1, DA Pam 738–751, DA Pam 750–8, and chapters 2 through 5 of this regulation.

d. Command emphasis will be the timely identification of logistics problems and reporting of ER deficiencies.

e. Commanders of Army units and activities will advise their next higher HQ of unresolved logistics and ER problems.

f. Command budgets will include statements that identify and support readiness requirements.

g. All RA and RC units with reportable equipment will report ER in accordance with the reporting instructions listed in this regulation and AR 750–1. Unit commanders with a worksheet for recording EOH and computing equipment serviceability rates in accordance AR 220–1. Unit LIS or manual DA Form 2406, DA Form 3266–1, DA Form 1352, or DA Form 7752 provides feeder data for the USR (see AR 220–1).

h. With overview at DA level, readiness is determined by reporting the actual status of resources against established standards. Identification of deficiencies will facilitate determining a specific degree of mission capability and the projected
timeframe required to achieve this capability. Correction of known deficiencies will be through repair, redistribution, controlled substitution, replenishment, or modernization within budget constraints. Responsibility for the resolution of problems extends from using units through major readiness and support commands and agencies to DA and the Joint Chiefs of Staff (JCS).

i. Activities and installations tasked to support deployment will ensure that logistic support is adequate and available.

1–19. Equipment readiness goals

a. ER is measured in terms of FMC. For units reporting status of reportable Army equipment, the minimum acceptable ER goals are as follows:

(1) Ground—90 percent FMC.
(2) Missile—90 percent FMC.
(3) Manned aircraft—75 percent FMC.
(4) Unmanned aircraft—80 percent FMC.

b. ACOMs, ASCCs, DRUs, and separate activities may set readiness goals as required; however, ACOMs, ASCCs, and DRUs cannot exempt units from reporting without DCS, G–4 approval. These goals will only be reported locally.

1–20. Rating criteria

Rating parameters are expressed as percentages of resource availability, which provides a basis for resource allocation and reflects a unit's capability to accomplish the mission for which it is organized (see AR 220–1).

1–21. Materiel condition status report

The MCSR provides—

a. The HQDA Staff and other high level sustainment HQ with data to evaluate the operational readiness status of Army equipment.

b. AMC and AMC MSCs with data to evaluate the status of reportable equipment and assist field units in resolving ER problems and issues.

c. Commanders with information to analyze equipment status regardless of equipment location and predict ER and availability.

d. Unit commanders with a worksheet for recording EOH and computing ER in accordance with AR 220–1. EOH is derived from the property book and is depicted as the S-Level rating for NET USR. The R-level rating is more specific and represents the maintenance readiness of equipment.

(1) Submission of daily readiness reports in accordance with paragraph 1–18 of this regulation.

(2) Submission of monthly materiel readiness reports is in accordance with AR 750–1 and this regulation in paragraph 1–22b.

1–22. Army Materiel Status System

a. The AMSS is the key component of materiel condition status reporting.

b. The primary and preferred method of data transfer to LOGSA is electronic, using SFTP for units in the legacy systems, and data extraction for units in the GCSS-Army.

c. For ground equipment, data extraction to LOGSA uses the GCSS-Army AMSS reporting Force Element (FE) registered with the data processing installation (DPI) code at LOGSA. All reportable units must have a registered AMSS reporting FE designation in GCSS-Army.

d. The alternative method for data transfer to LOGSA, using the legacy system, is the Readiness Integrated Data Base (RIDB) Upload Product located in the LIW. Units reporting using this method will immediately work with their chain of command and LOGSA to enable reporting via SFTP.

e. Aviation readiness data is captured and submitted via a feeder report generated by the ULLS–AE. Units without ULLS–AE are not excluded from reporting. Aviation units in this situation will use the DA Form 1352 from the Army Publishing Directorate (APD) website to submit their data to LOGSA using DA Form 1352. DA Form 1352 must be filled out completely; there are no optional fields. Aviation units that do not have ULLS–AE will follow the guidance in paragraph 3–1 of this regulation.

f. Unmanned aviation readiness data is captured and submitted via a feeder report generated by the Unmanned Aircraft Systems—Initiative (UAS–I). Units without UAS–I are not excluded from reporting. Unmanned aviation units in this situation will use the DA Form 7752 from the APD website to submit their data to LOGSA using DA Form 7752. DA Form 7752 must be filled out completely; there are no optional fields. Unmanned aviation units that do not have UAS–I will follow the guidance in paragraph 3–1 of this regulation.
g. All hardcopy aviation data submissions must be authorized by the DCS, G–4 before submission to LOGSA. After
authorization by the DCS G–4, hard copy reports will be submitted via email to usar-my.redstone.logsa.mbx.air-
data@mail.mil.

h. The GCSS-Army program will not eliminate the AMSS requirements.

1–23. Materiel condition status report flow

a. Input reports. Reporting on a monthly basis for RA, Army National Guard (ARNG), U.S. Army Reserve (USAR),
and APS. Input source and formats may vary with the resource being reported and form used (see table 1–1).

<table>
<thead>
<tr>
<th>Table 1–1</th>
<th>Input and output reports</th>
</tr>
</thead>
<tbody>
<tr>
<td>Input Document: DA Form 1352 (Army Aircraft Inventory, Status and Flying Time)</td>
<td>Input Source: Aviation units for aircraft Input Recipient: LOGSA</td>
</tr>
<tr>
<td>Frequency: Monthly</td>
<td>Output Records: Gold Book, LIW RIDB Online Products</td>
</tr>
<tr>
<td>Output Recipient: *See note.</td>
<td>Frequency: Monthly</td>
</tr>
<tr>
<td>Input Document: DA Form 7752 (Army Unmanned Aircraft Systems Inventory, Status and Flying Time)</td>
<td>Input Source: Unmanned aviation units for UAS Input Recipient: LOGSA</td>
</tr>
<tr>
<td>Frequency: Monthly</td>
<td>Output Records: Gold Book, LIW RIDB Online Products</td>
</tr>
<tr>
<td>Output Recipient: *See note.</td>
<td>Frequency: Monthly</td>
</tr>
<tr>
<td>Frequency: Monthly</td>
<td>Output Records: Missile System Status Report (AMCOM) and LIW RIDB Online Products</td>
</tr>
<tr>
<td>Output Recipient: *See note.</td>
<td>Frequency: Monthly</td>
</tr>
<tr>
<td>Input Document: DA Form 2406 (Materiel Condition Status Report)</td>
<td>Input Source: Ground, Missile, and Aviation units for ground and missile equipment other than Patriot missile systems Input Recipient: LOGSA</td>
</tr>
<tr>
<td>Frequency: Monthly</td>
<td>Output Records: LIW RIDB Online Products</td>
</tr>
<tr>
<td>Output Recipient: *See note.</td>
<td>Frequency: Monthly</td>
</tr>
</tbody>
</table>

Note. *Output product recipients are, but not limited to, Department of Defense (DOD), HQDA, AMC, AMC LCMC MSCs, ACOM, ASCC, and DRUs, and subordinate units.

b. Output reports. The LIW stores readiness data generated from unit status, aircraft, missile, and ground equipment
reports. The readiness area of the LIW is the central ER repository managed by LOGSA (Commander, AMC Logistics
Support Activity, Redstone Arsenal, AL 35898–7466).

1–24. Maintenance Master Data File

The MMDF is a DCS, G–4 approved and LOGSA published text file that identifies maintenance and readiness reporting
requirements and weapon system and/or subsystem relationships for selected Army equipment. It contains the listing of
all the current readiness reportable systems, subsystems, and stand-alone equipment in the Army inventory as determined
by DCS, G–4 through the requests from commanders and coordinated with the item manager and/or program manager.
Items listed on the MMDF represent significant operational tempo funding or tactical planning concerns to Army leader-
ship, but it is not a complete catalog of Army equipment. All Army-owned aircraft are reportable. Refer to chapter 3 for
aviation reporting. The most current MMDF listing, as well as the process to add, change, and/or remove systems, sub-
systems, and stand-alone items from the MMDF is covered in the MMDF standard operating procedure located in LIW
(see https://liw.logsa.army.mil).

1–25. Security classification
The Army designates all data displaying unit requirements, authorizations, on-hand quantity, percent of fill, quantities of
inoperable equipment, equipment availability (in days or hours), equipment availability rates (mission capable (MC), FMC,
partially mission capable (PMC)), or equipment nonavailability rates (NMC, not mission capable maintenance (NMCM),
not mission capable supply (NMCS)) as Unclassified/For Official Use Only.

1–26. Units excused from materiel condition status reporting
In unusual cases, units, or elements of units that have a ground and/or missile ER-reporting requirement under this regu-
lation may be temporarily excused from their reporting requirements. Units may be excused from reporting during periods
of unique circumstances or during the conduct of special missions or training.

a. AMSS reporting exemptions must arrive at the ODCS G–4 prior to the start of the report period for which the ex-
emption is requested.

b. Units will route AMSS exemption requests through the owning ACOM, ASCC, or DRU. The ACOM, ASCC, or
DRU will forward the endorsed exemption request to DCS, G–4 (G–43 Readiness Section) for approval. DCS, G–4 is the
only official authority to grant exemptions to readiness reporting. Aircraft are never excused from reporting.

c. No units are automatically exempt from reporting material materiel readiness. Units granted an exemption from re-
porting USR (in accordance with AR 220–1) must still report AMSS in accordance with paragraph 1–21 of this regulation.
Conversely, AMSS reporting exemptions do not exempt units from reporting USR.

d. Upon decision determination of a unit’s reporting exemption, DCS, G–4 (G–43 OPO) will return the request and
associated decision to the requesting Headquarters (HQs) or DRU. It is the responsibility of the HQs or DRU to forward
the approved request to LOGSA.

1–27. Army prepositioned and managed stocks

a. APS enhances the Army’s expeditionary power projection; therefore, it is essential to maintain accurate and timely
operational readiness data of all reportable equipment packaged under the APS component.

b. AMC is responsible for monthly AMSS reporting for all reportable equipment assigned as part of an APS package
and/or physically located at an APS site.

c. AMSS reporting for APS-loaned equipment is mandatory. Determination of reporting responsibility (AMC or bor-
rowing organization) will be made and enforced prior to equipment leaving APS management. The determining factors
about reporting responsibility will include but not be limited to such things as duration of requirement, mission equipment
is supporting, and geographical location for equipment use.

d. Unless otherwise documented, equipment that AMC maintains AMSS reporting responsibility for (regardless if
landed) will be considered available for use and issue by the APS accountable officer and with HQDA approval in accord-
ance with criteria in AR 220–1.

Chapter 2
Status Reporting

2–1. Methods of reporting

a. Commanders responsible for Army ground equipment must report the status of their assigned equipment. The pri-
mary method of reporting will be through AMSS. If AMSS is not available, unit must use an alternative HQDA-approved
electronic system.

b. Paragraph 1–22 authorizes the use of AMSS to submit equipment operational readiness data electronically to
LOGSA.

c. As discussed in paragraph 1–18, the tactical level of Army logistics management is currently converting to GCSS-
Army, replacing the current legacy systems in use.

2–2. Report review
Commanders will identify equipment failures and initiate corrective action to meet ER goals.
a. Commanders of units that perform equipment maintenance above the organizational level will review each supported unit’s readiness report. The unit commander must then prioritize maintenance requests and available resources to achieve the highest ER possible for all supported units.

b. Higher HQ will review the readiness data and assist the unit in resolving ER problems.

c. Logistics assistance personnel and organizations must remain aware of unit ER problems and provide timely assistance to help the unit commander meet ER goals in the units for which they have responsibility.

2–3. Reporting units and/or activities

a. The Defense Readiness Reporting System–Army (DRRS–A) is the official Army system registering all authorized Army unit identification codes (UICs) that have readiness reportable EOH that is identified in the current edition of the MMDF.

b. All Army units and activities must submit the AMSS readiness report if either of the following criteria is met (see para 1–22):
   (1) Unit’s UIC is listed in DRRS–A.
   (2) Unit is in possession of reportable equipment identified in the current MMDF.

c. DA Pam 750–8 lists all maintenance utilization codes. The authorized utilizations codes to report ER data to LOGSA are:
   (1) 0–ACs (except as otherwise listed).
   (2) 4–Operational readiness float (ORF).
   (3) 7–ARNG except mobilization and training equipment sites (MATES).
   (4) 8–ARNG (MATES).
   (5) A–USAR units, except equipment pools.
   (6) H–U.S. Army and Intelligence and Security Command.
   (8) M–Civilian support units.
   (9) Q–Equipment assigned to service schools and training centers.
   (10) W–Equipment assigned to national training centers.
   (11) Y–APS.

d. Army depots are exempt from reporting.

e. Units report readiness in accordance with paragraph 1–21 at the parent unit level (AA in the 5th and 6th positions for the UIC) unless submission at the derivative unit identification code (DUIC) level is warranted due to different utilization codes and/or mission requirements. Do not roll up data when the first four digits of the UICs are not identical.

f. Reporting units are responsible for accurately submitting their UIC through their ACOM, ASCC, and/or DRU to LOGSA.

g. ACOMs, ASCCs, DRUs, and theaters must maintain their unit equipment status and serviceability report (UESSR) codes with LOGSA.
   (1) The UESSR code identifies all UICs and/or DUICs that have reportable equipment that should be reported to LOGSA.
   (2) The UESSR code allows these UICs and/or DUICs to be grouped by brigade, group, division, and corps.
   (3) Submit UESSR code force changes to LOGSA no later than 2400 on the 15th of the reporting period by email at usarmy.redstone.logsa.mbx.readiness@mail.mil.

2–4. Reportable and nonreportable equipment

a. The MMDF is located in the LIW.

b. The unit in physical possession of equipment will either—
   (1) Report the readiness of the equipment directly.
   (2) Provide readiness of equipment to owning unit (if on loan) for the owning unit to report.

c. Authorization is not a requisite to reporting.

d. A reporting unit may be authorized equipment by any one of three possible considerations. Equipment may be authorized by:
   (1) The unit’s modified table of organization and equipment (MTOE) or table of distribution and allowances (TDAs).
   (2) A documented substitute for MTOE/TDA authorizations in accordance with EM 0007.
   (3) A message from higher HQs authorizing additional equipment.

e. Equipment may be reportable by either of two possible considerations:
   (1) Reference in MMDF.
   (2) HQDA message revising MMDF.
f. Equipment is defined to be on hand on the last day of the reporting period when the equipment is listed on the reporting unit’s property book on the 15th calendar day of the month.

   (1) Units using LIS will report equipment designated as reportable in the MMDF and/or Equipment Data File or the reportable equipment list in the Installation Materiel Condition Status Report System (IMCSRS). Changes to the reportable equipment listing in the automated systems will be authorized by HQDA. Notification of reportable equipment changes will be disseminated by a HQDA change message to all commands.

   (2) If the unit’s authorization document is changed before modernization equipment is fielded to the unit, the commander will ensure that the equipment being replaced by modernization equipment is listed in SB 700–20 as an authorized substitute for the modernization equipment. If the item of replaced equipment is not listed in SB 700–20 as an authorized substitute for the modernization equipment, it is the unit commander’s responsibility to notify LOGSA by mail, fax, or email regarding this situation for resolution at the national level. Hardcopy notification may be mailed to Commander, AMC Logistics Support Activity, AMXLS–MR, Redstone Arsenal, AL 35898–7466. The fax number is DSN 645–9666 or COM (256) 955–9666. The email address is amxismr@logsa.army.mil.

   g. Equipment is not reported to the national level when---

   (1) The line identification number (LIN) and model of the item are not in MMDF. Items will not be reported if they are not referenced in MMDF or have not been authorized as reportable by HQDA message.

   (2) The item of equipment and/or system was developed, made, bought, or is being used solely for military occupational specialty (MOS) training at TRADOC schools or other training centers and is not configured as it would be in a combat environment. This equipment is typically used in a classroom setting and not intended to be FMC. The equipment may be in a constant state of disassembly or assembly and often subject to induced failures. Therefore, it should not be report-ed. However, standalone items of equipment and systems, as referenced in MMDF, located at TRADOC schools and other training centers, that are fully combat-configured and required to be FMC for their intended use, will be reported.

   (3) Commanders may use the DA Form 2406 for local use and will prescribe the frequency of preparation, submission, and distribution instructions. Any items of equipment required for local reporting, that are not referenced in the MMDF, may be reported on the same form (DA Form 2406) as the equipment listed in the MMDF, but must be listed separately from the required MMDF entries. For these locally reported items of equipment, skip three lines below the last required MMDF entry, write “For Local Use Only” across the line, and record the locally reported entries on subsequent lines. These items of equipment will be ignored for IMCSRS processing and will not be reported to the national level.

   h. When equipment is reported as part of a system (for example, trucks and generators) using the DA Form 2406, reduce the authorized and on hand quantity listed on the standalone item entry by one for each reportable item used as a subsystem of a system.

2–5. Reporting

   a. Units are responsible for reporting the operational readiness status of their reportable equipment each month. This report period begins at 0001 Central Standard Time (CST) on the 16th of a month and ends at 2359 on the 15th of the next month. This report period remains constant for all units regardless of management system used.

   b. Equipment maintenance requested on DA Form 2407 (Maintenance Request) or DA Form 5988–E (Equipment Maintenance/Inspection Worksheet) at a support and/or unit activity will cause an item of equipment to be reported as NMC during the time a NMC condition exists. It is reported FMC only when all NMC conditions are corrected and the support unit/activity notifies the owning unit that the equipment is ready for pickup.

   c. High priority work requests will only be made when the NMC condition exists. Other work requests of an urgent nature not involving the readiness item of equipment will be coordinated between the owning unit and the support/unit activity. The unit commander, or designated representative, will ensure the priority system for ordering repair parts is not abused.

   d. Equipment, which is in depot for repair or overhaul and remains on the unit’s property book, will be reported as NMCM for support maintenance.

   e. NMC equipment cannot be reported as FMC because a usable subsystem is available to be installed on an NMC system. The actual installation must be accomplished before the equipment can be reported FMC. AR 750–1 provides guidance and parameters to controlled exchange.

   f. Most of the items referenced in MMDF will be reported as separate items. However, some items are reported as systems, which are made up of several separate items. This distinction is determined by the relevant PM through the Basis of Issue Plan (BOIP). Only items reported as a system will have an asterisk (*) in the SYS column of the MMDF, section I. When reporting a system, the primary mission item (the reportable system LIN) must be on hand and on the unit property book before possible days can be reported. If the system LIN is authorized on the MTOE/TDA but not on hand, report quantity authorized, zero on hand, zero possible days and zero available days. The remaining blocks/data fields for
the system will be zero filled. Report any on hand subsystems as standalone items only if they are referenced in the MMDF. If the subsystem LIN does not appear in the MMDF, do not report it for MCSR purposes.

g. All authorized subsystems referenced in the MMDF must be on hand and FMC for the system to be FMC.

h. Reported data must be correct, accurate, complete, and readable.

i. The 96-hour reporting period begins at 0001 CST the 16th day of a month and ends at 2359 CST on the 19th day of the month.

j. Errors detected on previously submitted materiel readiness reports are corrected by submitting a corrected report to LOGSA in accordance with paragraph 1–22 of this regulation. Electronic submission through the applicable unit LIS data file is the primary method of readiness reporting. Reporting through electronic means is the primary method and this method mitigates potential clerical and reporting errors of a manual report. For this reason manual reporting is highly discouraged and electronic data file submission is the primary reporting method through three methods described in paragraph 1–18 of this regulation.

(1) Corrected reports must be comprehensive report as a full and complete replacement to the previously submitted report.

(2) Corrected reports must arrive at LOGSA for electronic reports and AMCOM for hardcopy reports not later than 2359 CST on the 19th day of the month to qualify as an on-time report.

(3) The corrected report will replace all previously submitted data for that report period. The last submitted report becomes the unit’s official report. In the case of multiple corrected reports, the previous reports are overwritten and only the last report received will be the unit’s official report.

Chapter 3
Army Manned and Unmanned Aircraft Systems Inventory, Logistical Status, and Flying Time Reporting

3–1. Methods of reporting aviation systems

a. Commanders of units and organizations that own Army aircraft or unmanned aerial systems (UASs) will report in accordance with this regulation. The Army Materiel Status System (AMSS) and Materiel Condition Status Report (MCSR) provides HQDA and commanders at all levels with accurate reporting of aviation weapon systems inventory, status, and flying time.

b. This regulation requires reporting of all Army aviation systems without exception. LOGSA maintains a list of all Army aircraft and UAS by model and serial number to meet the inventory tracking requirements of this chapter. The most updated list of known manned and unmanned aircraft by model (and by serial number when applicable) is located at https://liw.logsa.army.mil.

c. The primary method of reporting readiness information required by this chapter to LOGSA is through submission of the LIS produced data file. DCS, G–4 (DALO–MNA/Aviation Division) may, on a case-by-case basis, authorize select organizations in writing to report using a manual DA Form 1352 (Army Aircraft Inventory, Status and Flying Time), or DA Form 7752 (Army Unmanned Aircraft System Inventory, Status, and Flying Time) submitted in portable document format (PDF) to LOGSA. Ensure current DA Form are used; use forms accessed from the APD website. Units that request exception will submit their request through their ACOM, ASCC, or DRU to DALO–MNA on unit letterhead, signed by the commander. The memorandum must include the reasons why the exception should be granted and when the unit expects to return to authorized reporting methods. If granted, the exception will not be a blanket exception, and will be submitted for each monthly period requested. DCS, G–4 (DALO–MNA) must approve hardcopy form submission prior to delivery of the report to LOGSA. Approved manual submissions will be sent to LOGSA via email at usarmy.redstone.logsa.mbx.airdata@mail.mil. No deviations from this requirement are authorized. ACOMs, ASCCs, and DRUs may add to or expand the reporting requirements with local procedures as desired.

Note: Automated LISs are designed to provide commanders and logisticians with advanced management capabilities. Current automated systems will support the requirements of this regulation. Units fielded with an authorized LIS must receive written authorization from HQDA before using any other system for aircraft inventory, status and flying time reporting.

d. The goal of aviation system readiness management is to achieve a minimum of 75 percent material FMC rate for manned aircraft and 80 percent for UAS, which is equal to an ER and/or FMC rating of R–1 in accordance with AR 220–1 and provides the logistics support structure with accurate system reliability for determining sustainment requirements (see table 3–1). The resource demands of individual aviation systems will vary with such factors as complexity, age, quantity, and overall logistics supportability of a given fleet. Commanders will make every effort to achieve aviation system readiness goals through effective supply and maintenance management and efficient use of manpower and available resources.
Aviation weapon systems readiness is the primary mission of all aviation maintenance and logistics support personnel. ACOMs, ASCCs, and DRUs will review readiness information for appropriate action. ACOMs, ASCCs, and DRUs requiring further assistance will forward a consolidated message to Commander, AMCOM (AMSAM–MMC–RE–SA), Redstone Arsenal, AL 35898–5180. AMCOM will review NMC causes and initiate appropriate action and follow up.

Table 3–1
Aviation logistical goals

<table>
<thead>
<tr>
<th>Status</th>
<th>Manned</th>
<th>Unmanned</th>
</tr>
</thead>
<tbody>
<tr>
<td>FMC</td>
<td>Goal (all aircraft)</td>
<td>Goal (COMPOS)</td>
</tr>
<tr>
<td>MC</td>
<td>80</td>
<td>80</td>
</tr>
<tr>
<td>NMCS</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>NMCM</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>PMC</td>
<td>5</td>
<td>5</td>
</tr>
</tbody>
</table>

Notes.
1 The goals prescribed above apply worldwide. These goals support logistical readiness. AR 220–1 sets equipment operational readiness goals. These goals apply to civilian contracts for aviation support. All numbers are expressed as percentages.
2 Consider this table as authority to submit NMCS requisitions for those items that are required to correct a PMC condition.

e. Aviation readiness reporting is essential to inform the senior leadership of the Army regarding the status of Army weapon systems and equipment on a monthly basis and will not be waived. When previously submitted data changes, units will submit a corrected copy to LOGSA. Corrected copies of the electronic data files will be electronically transmitted to LOGSA as indicated above.

(1) Units authorized by DCS, G–4 to manually submit will send corrected hard copy reports by email as indicated above. Hard copy reports will have the words “CORRECTED COPY” clearly marked on each page. The commander’s statement file, produced by the authorized LIS, will accompany the readiness report data file submission to LOGSA.

(2) The monthly reporting period is defined as a 1-month period beginning at 0001 on the 16th day of the month and ending at 2359 hours on the 15th day of the following month. (Example: begins 160001Jan11 and terminates 152359Feb11.)

f. Explanation of terms.

(1) FMC. An aviation system is FMC if the system has the minimum required subsystems or quantities of equipment listed in table 3–2 and the minimum required subsystems or quantities of equipment are completely functioning and capable of performing all assigned HQDA missions.

(2) PMC. An aviation system is PMC if the system does not have the minimum required subsystems or quantities of equipment listed in table 3–2 or, if the system COMPOS are not capable of performing HQDA directed missions. When reporting this condition, an aviation system is capable of performing a limited number of missions or is limited in the performance of missions.

(3) NMC. NMC time is defined as time when the aviation system does not meet the minimum criteria in table 3–2. All NMC time will be reported as either NMCS or NMCM. The sum of NMCS and NMCM times must equal the total NMC time.

Table 3–2
Manned aviation required equipment in accordance with AR 95–1

<table>
<thead>
<tr>
<th>Sub Code</th>
<th>Required Equipment ¹</th>
<th>Day</th>
<th>Night</th>
<th>IMC ²</th>
<th>NVD ²</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Heading Indicator</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>2</td>
<td>Attitude Indicator</td>
<td>X</td>
<td>⁴</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>3</td>
<td>Turn &amp; Slip Indicator</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Airspeed Indicator</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Pressure Altimeter</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Vertical Speed Indicator ⁴, ⁵</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Magnetic Compass</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Fuel Quantity Indicating System</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Clock/Watch With Seconds Display</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>FAT</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Pitot Heater</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes.
1 The equipment listed in this table is required to maintain an FMC ready system. These equipment requirements apply to manned aviation systems, both MPA and MAP.
2 Refer to JCS PAM 350–51 for NVD criteria.
Manned aviation required equipment in accordance with AR 95–1—Continued

<table>
<thead>
<tr>
<th>Item</th>
<th>Equipment</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Radar Altimeter(s)</td>
<td>X</td>
</tr>
<tr>
<td>13</td>
<td>AFCS/DASE</td>
<td>X</td>
</tr>
<tr>
<td>14</td>
<td>Vertical Gyros and Indicators</td>
<td>X</td>
</tr>
<tr>
<td>15</td>
<td>AHRS/HARS/FCC</td>
<td>X</td>
</tr>
<tr>
<td>16</td>
<td>Doppler (AH–64 only)</td>
<td>X</td>
</tr>
<tr>
<td>17</td>
<td>Standby Flight Instruments (OH–58D, AH–64, RC–12K/N/P)</td>
<td>X</td>
</tr>
<tr>
<td>18</td>
<td>Communications Equip</td>
<td>X</td>
</tr>
<tr>
<td>19</td>
<td>Navigation Equip 7,8</td>
<td>X</td>
</tr>
<tr>
<td>20</td>
<td>Transponder</td>
<td>X</td>
</tr>
<tr>
<td>21</td>
<td>Anti-collision Light(s)</td>
<td>X</td>
</tr>
<tr>
<td>22</td>
<td>Position/Instrument Lights</td>
<td>X</td>
</tr>
<tr>
<td>23</td>
<td>Landing/Search Light 3,6</td>
<td>X</td>
</tr>
</tbody>
</table>

Notes:
1. Equipment designated for flight in day, night, instrument meteorological conditions (IMC), or night vision device (NVD) must be operational and is the minimum required without any regard for mission requirements.
2. Items 1 through 6 must be operational at the pilot's station for fixed-wing aircraft and operational at both pilot's and copilot's station in rotary-wing aircraft where provisions exist. All vacuum and electrical sources for flight instruments must be operational.
3. NVD IR light must be installed and operational for all NVD flights except FLIR aircraft. Failure of the light in flight must be evaluated to determine impact on mission and further NVD flight.
4. If item is part of normal or installed aircraft equipment, it must be operational.
5. Restriction applies to CH47 and UH60 operations over water. A visible horizon and two or more highly visible stationary objects, for visual cues on the water surface, must be present at the landing site.
6. Both Autonomous Flight Control System (AFCS) and all COMPOs of both vertical gyros will be operative for CH47 and UH60.
7. Visible horizon may be substituted for attitude indicator.
8. Global Positioning System (GPS) navigation systems used for IMC must have a current noncorruptible database and comply with all FAA TSO C–129 (A–1) requirements.

(a) NMCM is defined as NMC time spent in identifying problems (troubleshooting), waiting shop, actual repair of the system, and final inspection of the repaired product. NMCM time will normally start when the failure occurs and continue until the failure has been corrected, and tested (maintenance operational check), less any time spent waiting for parts (see NMCS time below).

(b) NMCS is defined as NMC time caused by a lack of supplies (such as repair parts) needed to restore the aviation system to an FMC condition. NMCS time will start when the supply demand has been made and the materiel or part that has been requested is not available. NMCS time halts further maintenance and causes a work stoppage. NMCS time will stop, and NMCM time will resume, when the maintenance personnel receive the required items. Receipt of required items allows productive maintenance work to be resumed. NMCM time resumes even though productive maintenance work may not immediately resume for a reason other than waiting on parts or supplies.

(4) Sustainable Readiness Process (SRP): SRP institutionalizes the process to synchronize actions within the aviation enterprise to implement an integrated sustainment approach to support the equipping process within the SRP cycle. Reset is a phase within SRP that enables the use of the special technical inspection and repair procedures outlined in Army technical bulletins (TBs) specific to each aviation system. Reset is an SRP driven maintenance approach to restore aviation equipment to a FMC condition per this chapter after deployment. Reset enables model design series (MDS) program managers to maximize fleet configuration control through the application of outstanding MWOs and perform limited sustainment level repairs.

(a) All aviation systems assigned to an aviation unit (defined as a Regular Army (RA) element) must be reset complete by the DA-directed mandatory completion date (MCD); for both the RA and AR Units will report aircraft in reset during the MCD time period as “Not Available” and on their equipment status report in accordance with this chapter.

(b) Aviation systems are work ordered in accordance with DA Pam 738–751 to a reset and/or preset source of repair (SOR) site. When an aviation system is accepted into reset or inducted into a maintenance action under the direction of the DA (safety or maintenance messages issued in accordance with AR 95–1 would not apply), commanders will report the status of that system on the appropriate DA Form 1352 (column 10) or DA Form 7752, with the following term: “DADE.” The start date for reset or other DA-Directed Events (DADE) on an individual aircraft or system is derived from the acceptance date on DA Form 2407 (Maintenance Request) block 35c. The completion date for an individual aircraft or system is derived from the date entered on DA Form 2407 block 34b. Unit commanders will coordinate to receive SOR retained aviation systems in a timely manner.
Note. The intent is to relieve a commander of the burden of NMC time that cannot be effected by that commander while in the reset phase of Army Force Generation (ARFORGEN). HQDA expects a command in the reset phase of ARFORGEN to be equipped with as few as 50 percent of its authorized aviation systems. ER reporting will reflect the status of the aviation systems the commander in reset is operating.

(c) Inventory, status, and accountability reporting will be accomplished for all aviation systems in reset. Aviation systems not assigned to a RA element will be reported in accordance with this chapter by the forward support brigade commander that owns the UIC.

3–2. Reporting manned aircraft readiness
a. Reportable aircraft. Readiness policy contained in this regulation applies to both automated and nonautomated units. Automated units will record and manage readiness information in accordance with this regulation or other written DCS, G–4 Readiness, (DALO–MPV) authorization. Units not fielded an authorized LIS will record readiness information on DA Form 1352–1 (Daily Aircraft Status Record) and report readiness information on DA Form 1352 (Army Aircraft Inventory, Status, and Flying Time). Units will report all aircraft, including the following:
(1) All Army aircraft and aircraft trainers at organizations and activities or in sustainment storage waiting repair, overhaul, or disposition.
(2) Aircraft on bailment, loan, or lease.
(3) Aircraft under repair or overhauled under contract. The contractor will report all aircraft under the control of the contractor according to instructions in this regulation.

b. Readiness information for Army aircraft. Readiness information for Army aircraft is reported as follows:
(1) Assignment and functional code of aircraft by MDS and serial number.
(2) The status of all aircraft and their ability to accomplish the HQDA directed aircraft missions based on total weapon system readiness. The following categories will be tracked throughout the reporting month and reported monthly to HQDA through LOGSA: FMC, PMC, and the subcategories partially mission capable-supply (PMCS) and partially mission capable-maintenance (PMCM), NMCS, DADE, NMCM and the subcategories, field, and sustainment.
(3) Number of aircraft hours flown during the report period. (Round to the nearest hour from the total as tracked for the report month.)
(4) Total airframe hours (from aircraft logbook) at the end of the report period, reported to the tenth of an hour (example, XXX.X) as reported by the authorized LIS.
(5) Hours to phase, reported as a whole number (example, XXX.X) as reported by the authorized LIS.
(6) Number of landings by type landing for the aircraft.
(7) A mandatory commander's statement, by aircraft serial number and the aircraft status, for aircraft failing to meet DA goals established in this regulation. The statement will include logistics support problems that caused the other than FMC conditions. A negative response is required when there are no significant logistics issues impacting aircraft readiness and achieving DA goals.

c. Aircraft status. Commanders of units and organizations that own Army aircraft will maintain a record (through LIS or manual DA Form 1352–1) of daily aircraft status and hours flown to the tenth of the hour. Commanders will submit this information monthly using either automated or nonautomated methods as described in paragraph 3–2f.
(1) Commanders will review and analyze their unit's monthly readiness report generated by the authorized LIS or DA Form 1352 submission to ensure accurate reporting prior to submitting data to LOGSA.
(2) The authorized LIS will require the configuration of all installed and uninstalled subsystems listed in the MMDF for each serial numbered aircraft and will track the status of each serial numbered aircraft and configured subsystems.
(3) Subsystems that are NMC in LIS will only contribute PMC time to the overall status of the aircraft indicating that the aircraft can do some, but not all, of its missions in accordance with this regulation. Grounding X conditions will generate NMC time in accordance with this regulation.

d. Use of reported information. The readiness module of LIW will make the reported information available online for authorized users only.

e. Excluded data. Summary data (reference DA Form 1352 blocks 10d through 10k) used by LOGSA to compute worldwide MC, FMC, PMC, NMCS, and NMCM rates will exclude aircraft and/or systems reported with the following assignment and function codes: DA11, DA12, DA13, DA14, DA15, DA16, DA17, DA18 E IE, G IF, H IR, J IO, J IX, J IZ, K GF, K GR, K IY, M GD, M GH, M IP, N GJ, N GS, N IS, N XX, S1GK, S1GU, S1IT, S2GM, S2GV, S2IU, S3GN, S4G, K GR, K IY, M GD, M GH, M IP, N GJ, N GS, N IS, N XX, S1GK, S1GU, S1IT, S2GM, S2GV, S2IU, S3GN.
S3GW, S3IV, S4, S5GP, S5GY, S5IW, and S6. These codes are normally reserved for aircraft belonging to training bases, AMCOM sustainment, production facilities, storage, bailed, loaned, leased aircraft, ORF, or reportable training systems other than operational aircraft. These codes also reflect aircraft not assigned to MTOE organizations.

\textit{g. Reporting procedures.} Units and organizations that own Army aircraft will record daily aircraft status and flying time.

\begin{enumerate}
\item Units and organizations that own Army aircraft will—
\begin{enumerate}
\item Record daily aircraft status and flying time in the unit’s LIS or manually on DA Form 1352–1 obtained from the APD website.
\item When aircraft are transferred from one unit to another or to a sustainment activity during the reporting period, the gaining unit or sustainment activity will report the aircraft for the entire reporting period. The losing unit will report the aircraft as a loss, with a comment in the commander’s statement as required by the LIS, or manually on the back of DA Form 1352 (accessed from the APD website) indicating the gaining organization. The losing unit will provide separate aircraft transfer LIS data or if not fielded LIS, DA Form 1352–1 feeder data on aircraft transferred to the gaining organization or activity covering that portion of the report period prior to the transfer of the aircraft. The authorized LIS will provide the capability to report a loss record, even though the aircraft data was removed from the system before the end of the report period. After the aircraft loss occurs and is noted in the losing unit’s report, no further data for that tail number will appear in the report for the period in which the loss occurred, or in any following report period reports.
\item LIS and manual reports using DA Form 1352 will only report a loss record for the report period in which the loss occurred.
\item At the end of the report period, consolidate data for each aircraft owned and produce a LIS output file or if not fielded LIS, complete the DA Form 1352 for the entire report period. All reported hours will be rounded to the nearest whole hour on DA Form 1352. A fractional part equal to or greater than 0.5 (“point 5”) is rounded to the next higher whole number. A fractional less than 0.5 is rounded to the next lower whole number. For example, round 90.5 to 91.0. 4 to 90, 99.8 to 100. Each battalion (BN), separately authorized company, or separately authorized detachment with aircraft assigned will submit a separate LIS readiness report data file or if not fielded LIS, DA Form 1352. Those units authorized ORF aircraft will report those aircraft with assignment code M.
\item Supporting maintenance units or activities will provide feeder data to owning organizations and activities, as required, for those aircraft and COMPOS in repair above the owning unit’s level. Example: aircraft work ordered from the aviation maintenance company to the aviation support company. Supporting maintenance units or activities will provide this data via the authorized LIS data exchange, DA Form 1352–1 or DA Form 2407.
\item Units and organizations that have sustainment facilities and aircraft modification sites in possession of aircraft—
\begin{enumerate}
\item Provide feeder data to the owning unit on the 15th of each month if aircraft are still undergoing or waiting repair and/or modification on that date.
\item Provide feeder data upon return of the aircraft (when returned prior to the 15th of the month) to the owning unit to cover the entire time the sustainment and/or repair facility had responsibility for the aircraft.
\item Use the assignment and functional code applicable to that aircraft. In most cases, codes N GJ, N GS, and N IS are applicable.
\item Review the LIS readiness report data or DA Form 1352 data if not fielded LIS.
\item Assignment and functional code of aircraft by MDS and serial number.
\begin{enumerate}
\item All aircraft on hand at the end of the report period are listed and reported properly.
\item Data submitted is accurate and complete, including the UIC that represents the BN, separately authorized company, or separately authorized detachment.
\item List the number of hours an aircraft spent in a Department of the Army directed event (DADE) such as RESET or mission equipment package maintenance work order application on DA Form 1352, block 10h. Subtract this number of hours from the hours on hand in block 10d. prior to computation of mission capable and now mission capable readiness rates.
\item PMC and NMC deficiencies are properly identified.
\item All nonstandard aircraft emergency airworthiness directives are applied.
\item FMC, PMC, and NMC rates are computed correctly.
\item All entries required by this regulation appear on the submission.
\item Unless the gain or loss code is L, in which case columns 11c through 11m are blank, only column 11n, on the DA Form 1352, will remain blank.
\end{enumerate}
\item ACOM, ASCC, DRUs, and agencies will review hard copy reports to ensure—
\begin{enumerate}
\item All assigned aircraft are listed.
\item Reports contain all required data and are accurate.
\item All nonstandard aircraft have emergency airworthiness directives applied.
\item (5) ACOM, ASCC, DRUs, and agencies will review hard copy reports to ensure—
\begin{enumerate}
\end{enumerate}
\end{enumerate}
\end{enumerate}
\end{enumerate}
All reported aviation readiness problems for each MDS aircraft are investigated and appropriate action was taken.

FMC, PMC, NMCS, NMCM rates, controlled exchange actions, and commander’s statement are reviewed and acted on appropriately.

AMCOM will analyze current equipment readiness through Standard Army Management Information Systems (STAMIS) and Global Combat Support System-Army (GCSS-Army) systems and materiel readiness reports submitted in accordance with paragraphs 1–17, 1–20, 1–21, and 1–22, and prepare summary readiness reports for HQDA and any other agency determined pertinent by the Commander, AMC. In conjunction with the LCMC, AMCOM will maintain technical data files for identification and correction of aviation readiness problems, specific records for high cost of repairs, low reliability issues, and failures that adversely affect aviation system readiness.

Disposition of LIS readiness report data, or DA Form 1352 and DA Form 1352–1 data if not fielded LIS. Preparing units will maintain file copies, either electronically or in hard copy, for a minimum of 1 year. Attach file copies of DA Form 1352–1 to DA Form 1352 for the same reporting period and retain on file for 1 year (local policy may dictate longer). Commanders will authorize in writing the retention of data beyond 1 year. Units will identify the report period by properly marking storage media.

3–3. Methods of reporting unmanned aircraft systems
   a. This paragraph establishes additional policies, responsibilities, and procedures to be followed unique to reporting the equipment status, condition, and inventory of Army unmanned aircraft systems and the system’s ability to perform its intended mission.
   b. Larger unmanned aircraft systems (groups 2, 3, and 4 in accordance with Chairman of the Joint Chief of Staff Instruction (CJCSI) 3255.01) will report readiness data in accordance with this regulation.
   c. Smaller UASs (group 1 UAS, in accordance with CJCSI 3255.01) and UAS peculiar stand-alone auxiliary ground equipment (one system remote video terminal (OSRVT)) will report using the automated GCSS-Army processes in chapter 2 of this regulation.
   d. Commanders of units and organizations that own UAS will report, in accordance with this regulation, electronically by authorized LIS or if not fielded with LIS, manually on DA Form 7752. The LIS end of period data file and DA Form 7752 provides HQDA and commanders at all levels with accurate reporting of UAS inventory, status, and flying time.
   e. This regulation requires reporting of all Army UAS without exception. LOGSA maintains a list of all Army UAS by model and serial number to meet the inventory tracking requirements of this chapter. Known UAS models for which a report is required are found in the B tables at LIW. If a unit is in possession of an UAS model that is not on this list, the unit will notify LOGSA immediately. The minimum information required for initial coordination is:
      (1) UIC of the unit owning the UAS.
      (2) MDS and serial number of the UAS.
      (3) Point of contact (name, email address, and telephone number).

3–4. Goal of unmanned aerial systems readiness management
This chapter mirrors ER reporting processes of manned aviation. A common logistics and equipment reporting system, where feasible, enables common standards throughout the aviation enterprise and reduces burden on the Soldier.

3–5. Unmanned aerial systems system readiness
   a. Reportable unmanned aerial systems. Readiness policy contained in this regulation applies to both automated and nonautomated units. Units not fielded authorized LIS system will record information on DA Form 7752 (Army Unmanned Aircraft Systems Inventory, Status, and Flying Time), DA Form 7752–1 (Daily Unmanned Aircraft Systems Component Status Report), and DA Form 7752–1–1 (Unmanned Aircraft Systems Daily System Status Worksheet). Report all Army UAS.
      (1) All Army UAS and UAS trainers at organizations and activities or in sustainment storage waiting repair, overhaul, or disposition.
      (2) UAS on bailment, loan, or lease.
      (3) UAS under repair or overhauled under contract. The contractor will report all UAS under the control of the contractor according to instructions in this regulation. The LCMC will validate each month to LOGSA within 96 hours of the report closeout period that all aircraft under contract have been reported accurately and accounted for.
   b. Readiness information for Army unmanned aerial systems. The UAS readiness report is based on the line identification number (LIN) of the system, not a subcomponent or air vehicle assigned to that LIN. Only subcomponents listed on each specific system rating table on LOGSA will be tracked and computed in system readiness. Readiness information for Army UAS is reported as follows:
      (1) Assignment and functional code of UAS by MDS and serial number.
(2) The status of all UAS and their ability to accomplish the HQDA-directed UAS missions based on total weapon system readiness will be reported. The following categories will be tracked throughout the reporting month and reported monthly to HQDA through LOGSA: FMC, PMC and the subcategories PMCS and PMCM, NMCS, DADE, NMCM and the subcategories Field and Sustainment.

(3) Number of hours UAS is on hand during the report period.

(4) Total airframe hours (from air vehicle logbook), for all air vehicles assigned at the end of the report period are reported to the tenth of an hour by the LIS.

(5) Number of landings for the UAS air vehicle(s). Include landings by all UAS air vehicle(s).

(6) Number of landings by the landing COMPO. Include all landings accomplished.

c. Logistics information systems end of month report. Commanders will review and analyze their unit’s LIS end of month report or DA Form 7752 submission to ensure accurate reporting prior to submitting data to LOGSA.

d. Authorized logistics information systems. Authorized LIS will require the configuration of all installed and uninstalled subsystems listed in the MMDF and/or legitimate code file for each serial numbered UAS COMPO and track the status of each serial numbered air vehicle and configured subsystems.

e. Systems and/or subsystems that are not mission capable. Grounding X conditions will generate NMC time.

(1) Use of reported information. The readiness module of the LIW will make the reported information available online. The LIW will make the reported information available online.

(2) Excluded data. Summary data (reference DA Form 7752, blocks 15d through 15o) used by LOGSA to compute worldwide MC, FMC, PMC, NMCS, and NMCM rates will exclude UAS reported with assignment and function codes: DA11, DA12, DA13, DA14, DA15, DA16, DA17, DA18 E IE, G IF, H IR, J IO, J IX, J IZ, K GF, K GR, K IY, M GD, M GH, M IP, N GJ, N G8, N IS, N XX, S1GK, S1GU, S1IT, S2GM, S2GV, S2IU, S3GN, S3GW, S3IV, S4, S5GP, S5GY, S5IW, and S6. These codes are normally reserved for UAS belonging to training bases, AMCOM sustainment, AMCOM field maintenance support, and/or production facilities, storage, bailed, loaned, and/or leased UAS, ORF, or reportable training systems other than operational UAS. These codes also reflect UAS not assigned to MTOE organizations.

3–6. Unmanned aerial systems readiness reporting procedures

a. This regulation directs materiel readiness reporting procedures for formally approved and documented (MTOE and/or table of distribution and allowances (TDA)) UAS units developed through the Army force development process. Those units will use the scorecards as posted to LOGSA. For rapidly developed and unique units formed and deployed via Department of Defense (DOD) execute order (EXORD), HQDA operation order (OPORD) or joint task force (JTF) or joint task force fragmentary order (FRAGO) for specific operations or missions (for example: Task Force ODIN, quick reaction capability (QRC) or Government-owned contractor-operated (GOCO)), a detailed mission-specific UAS materiel readiness scorecard and reporting instructions will be developed using consistent standards. Once developed and approved, this tailored scorecard will be named and published and included in the EXORD, OPORD, or FRAGO.

b. Units that task organize for longer than 90 days will submit a memorandum from the commander to DA G–4 (HQDA G–4) requesting an approved nonstandard scorecard. Mandatory commander’s readiness comments are required when this occurs, stating that they are, “reporting using scorecard 3–4–X” (the X will be replaced by a specific numeral that identifies a specific mission. That numeral will be identified in the operations order).

(1) Record daily UAS status and flying time in authorized LIS, or if not fielded, on DA Form, 7752–1, and 7752–1–1. All UAS will report status in hours. The end of the day is defined to be 2400 hours local time.

(2) At the end of the report period, consolidate data for each COMPO of the UAS owned and produce an LIS output file or if not fielded LIS, complete the DA Form 7752, DA Form 7752–1, and DA Form 7752–1–1 for the entire report period. Reported hours will be rounded to the nearest whole hour on DA Form 7752. Each BN, separately authorized company, or separately authorized detachment, or platoon with UAS assigned will submit a separate LIS output file or DA Form 7752 if not fielded LIS. Those units authorized ORF UAS will report those air vehicles with assignment code M.

(3) The unit commander is responsible for coordinating all required reporting information to the unit’s maintenance operations when UAS COMPOS are away from home station at the end of a reporting period. The owning unit will re- port the UAS COMPO using authorized LIS systems, or if not fielded LIS, on DA Form 7752. The owning unit or commander must report all UAS and associated COMPOS in accordance with this regulation notwithstanding the fact that some UAS COMPOS are away from home station at the end of the reporting period. There are no exceptions to this reporting requirement.

(4) Supporting maintenance units or activities will provide feeder data to owning organizations and activities, as required, for those air vehicles and UAS COMPOS in repair at the sustainment level. Supporting maintenance units or activities will provide this data via LIS data exchange, DA Form 7752–1, or DA Form 2407.

(5) Sustainment facilities and UAS modification sites in possession of UAS(s) for repair and/or modification and return to the units will—
(a) Provide feeder data to the owning unit on the 15th of each month if UAS(s) are still undergoing or waiting repair and/or modification on that date.

(b) Provide feeder data upon return of the UAS (when returned prior to the 15th of the month) to the owning unit to cover the entire time the sustainment and/or repair facility had responsibility for the UAS.

(c) Use the assignment and functional code applicable to that UAS air vehicle. In most cases, codes N GJ, N GS, and N IS are applicable.

(6) Unit commanders will review UAS readiness data in LIS end of month report or if not fielded LIS, DA Form 7752 data for the following:

(a) Assignment and functional codes of UAS by MDS and UAS serial number are listed.

(b) All UAS, on hand at the end of the report period, are listed and reported properly.

(c) Data submitted is accurate and complete, including the UIC that represents the BN, separately authorized company, or separately authorized platoon and/or detachment.

(d) Hours on hand for UAS during the report period equal the sum of MC (sum of FMC, PMCM and PMCS) and NMC (sum of NMCS, DADE, sustainment, and field) hours.

(e) PMC and NMC deficiencies are properly identified.

(f) All nonstandard UAS COMPO emergency airworthiness directives are applied.

(g) FMC, PMC, and NMC rates are computed correctly.

(h) All entries required by this regulation appear on the submission.

(i) Unless the gain or loss code is L, in which case only columns 15a, 15b, 15t, are filled out, only column 15t on the DA Form 7752, may remain blank.

(7) ACOM, ASCC, DRUs, and agencies will review submitted hard copy reports to ensure—

(a) All assigned UAS are listed.

(b) Reports contain all required data and are accurate.

(c) All nonstandard UAS have emergency airworthiness directives applied.

(d) All reported aviation readiness problems for each MDS UAS are investigated and appropriate action taken.

(e) FMC, PMC, NMCS, NMCM rates, controlled exchange actions, and commander’s statement are reviewed and acted on appropriately.

(8) Aviation and Missile Command (AMCOM) will analyze unit submitted UAS readiness reports and prepare summary readiness reports for HQDA and any other agency determined pertinent by the Commander, AMC. Maintain technical data files for identification and correction of aviation readiness problems. The MDS will maintain specific records for high cost of repairs, low reliability issues, and failures that adversely affect UAS readiness.

(9) When UAS COMPOS (as defined in scorecards 3–4–X) are transferred from one unit to another or to a sustainment repair facility during the reporting period, the gaining unit or sustainment repair facility will report the COMPO as if it owned the COMPO for the entire reporting period. The losing unit will report the COMPO as a loss, with a comment in the commander’s readiness impact statement on the back of DA Form 7752 indicating the gaining organization. The losing unit will provide separate LIS data or if not fielded LIS, DA Form 7752–1 feeder data on COMPO transferred to the gaining organization or activity covering that portion of the report period for which they owned the COMPO. After the COMPO loss occurs and is noted in the losing unit’s report, no further data for that COMPO serial number will appear in the report for the period in which the loss occurred, or in any following report period reports. After the vehicle loss occurs and is noted in the losing unit’s report, no further data for that serial number(s) will appear in the report for the period in which the loss occurred, or in any following report periods.

(10) For loss other than transfer, report the air vehicle with appropriate assignment code and function codes. LIS and manual reports using DA Form 7752 if not fielded LIS, will only report a loss record for the report period in which the loss occurred. After the air vehicle loss occurs and is noted in the losing unit’s report, no further data for that serial number(s) will appear in the report for the period in which the loss occurred, or in any following report periods.

3–7. Common equipment items

The materiel condition status of equipment items used as COMPOS of UAS will be reported in accordance with this regulation. If these equipment items such as radios, generators, and vehicles are used as stand-alone items (other than as a COMPO of a UAS), report their materiel condition status in accordance with chapter 2.

3–8. Multiple simultaneous failures within an unmanned aerial system

a. UAS cannot accumulate system PMC or NMC time at a rate faster than the passage of actual elapsed time, even when more than one COMPO is in a status that can cause a system to be PMC or NMC. The following rules are used to determine UAS system readiness:

b. Count only system PMC or NMC time against the COMPO that causes system failure first, and while that COMPO remains PMC or NMC, when two or more COMPOS cause a UAS to be PMC or NMC; unless one of the items is a single point of failure. In that event, the item that is a single point of failure will become the primary system NMC COMPO.
c. When the system PMC- or NMC-causing COMPO is returned to service (and other COMPOs remain PMC or NMC), continue the system PMC or NMC condition and begin counting system PMC or NMC time against the next failed COMPO (the next occurring COMPO that causes system PMC or NMC).

d. Continue shifting the system PMC or NMC time to the next occurring COMPO that causes system PMC or NMC status until all COMPOs are returned to FMC status or the end of the report period is reached, whichever occurs first.

e. When the failing subsystems or COMPOs overlap, the overall system PMC or NMC time will start when the first COMPO fails and continue until the last failing COMPO becomes FMC.

f. When like COMPOs experience the same PMC codes simultaneously, report the system, during that time period, as PMC. When like COMPOs experience different PMC codes simultaneously, report the system, during that time period as FMC.

g. Under no circumstance can the various COMPOs in FMC, PMC and/or NMC status fail to sum to anything other than the actual time in the reporting period.

3–9. **Explanation of unmanned aerial system specific terms**

When considering UAS reporting, the following terms are defined:

* a. *Modified work order or sustainment overhaul time.* The time that a UAS is undergoing a MWO or sustainment overhaul will be reported as NMCM time on DA Form 7752 or DA Form 7752–1. The purpose and duration of the MWO or sustainment NMCM time will be explained in the commander’s readiness impact statement of DA Form 7752 when hardcopy reporting is being used.

* b. *System failure.* A system failure is a UAS COMPO failure that causes a UAS to be rated NMC or PMC. A UAS COMPO failure is a system failure if it meets any of the following conditions:
  1. The UAS becomes NMC because a fault in table 3–3 specifies that it will be recorded as a system NMC.
  2. The UAS becomes PMC because a fault or minimum number of COMPOs in table 3–4 specifies that it will be recorded as a system PMC status.
  3. A UAS COMPO that is a single point of failure.

* c. *Component failure.* A COMPO failure is a UAS equipment failure that does not cause a UAS to be rated NMC. A UAS system equipment failure is a COMPO failure if it meets any of the following conditions:
  1. The UAS is already NMC because of a different and preexisting UAS system equipment failure. The COMPO failure would become a system failure if the preexisting failure were repaired before the latter failure is repaired.
  2. A UAS mission payload is NMC, as long as there is another authorized mission payload on hand that can be substituted for missions.

* d. *On hand.* All UAS COMPOs must be issued for the system to be reported as on hand. A UAS will not be reported NMC because of a COMPO shortage at initial issue of the system. All initial issue UAS COMPO shortages will be highlighted in the commander’s readiness impact statement of DA Form 7752.

* e. *Time on hand.* Enter the number of hours for the UAS to be reported for the reporting period, for example; 744 hours/31 days, 720 hours/30 days, 696 hours/29 days, 672 hours/28 days.

<table>
<thead>
<tr>
<th>Sub Code</th>
<th>Required Equipment</th>
<th>Day</th>
<th>Night</th>
<th>IMC</th>
<th>GCS</th>
<th>Air Vehicle</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Heading Indicator</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>2</td>
<td>Attitude Indicator</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>3</td>
<td>Turn Indicator (^3)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>4</td>
<td>Airspeed Indicator</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>5</td>
<td>Altitude Indicator (^4)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>6</td>
<td>Vertical Speed Indicator/Rate of Climb</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>7</td>
<td>Fuel Quantity Indicating System</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>8</td>
<td>Clock/Watch With Seconds Display</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>9</td>
<td>FAT/OAT</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>10</td>
<td>Pitot Heater</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>11</td>
<td>GCS Communications Equip</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>12</td>
<td>Transponder with Mode C or S</td>
<td>X(^6)</td>
<td>X(^6)</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>13</td>
<td>Anti-collision Light(s)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>
Table 3–3
Unmanned aerial system required equipment in accordance with AR 95–23—Continued

<p>| | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>Position/Instrument Lights</td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Landing Light 3</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>GPS/INS</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>17</td>
<td>Landing System 6</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

Notes.
1 Equipment designated for flight in day, night, or IMC must be operational and is the minimum required without any regard for mission requirements.
2 Items 1 through 7 must be operational at the AO station controlling the AV where provisions exist. A minimum of two operational crew stations are required, unless the crew station has the capability to control both the AV and electro-optical/infrared (EO/IR) Payload simultaneously, then only one crew station is required.
3 If item is part of normal or installed UAS equipment, it must be operational.
4 Barometric altimeter must be operational.

Table 3–4
Rating table for nonstandard aircraft system MQ–1C, line identification number E05002 and related equipment (sample).

<table>
<thead>
<tr>
<th>Reportable on DA Form 7752 (Army Unmanned Aircraft System Inventory, Status, and Flying Time)</th>
<th>System component</th>
<th>Baseline</th>
<th>FMC</th>
<th>PMC</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>X Ground control station (GCS)</td>
<td>6</td>
<td>5</td>
<td>4</td>
<td>1,2,8,9,10</td>
<td></td>
</tr>
<tr>
<td>X Ground data terminal (GDT)</td>
<td>9</td>
<td>7</td>
<td>5</td>
<td>1,2,8,10</td>
<td></td>
</tr>
<tr>
<td>X Air Vehicles (AV)</td>
<td>12</td>
<td>9</td>
<td>6</td>
<td>5,7</td>
<td></td>
</tr>
<tr>
<td>Payload (EO/IR)</td>
<td>12</td>
<td>9</td>
<td>6</td>
<td>4,5</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
System rating instructions: When the system meets the minimum requirements for all lines shown, that system is considered FMC. Failure to meet the minimum requirements for one or more lines causes the system to be either PMC or NMC. The serial numbered UAS subsystem components in PBUSE are the reportable components. An explicit report of zero is required for all components which require reporting of operational data if not operated during the report month (for example Air Vehicles will report Hours Flown and Landings; Launcher will report Launches performed; and TALS will report Traps performed).

1 Commercial or facility power is considered the preferred power source (220V, 60Hz); however, MEP–803A tactical quiet generator is required to be on hand and operational for the system to execute tactical operations. If not on hand and operational, a comment will be entered in the Commanders Readiness Impact Statement.

2 Vehicles and trailers are required for the movement of the system components. If the UAS system does not have the required number of vehicles/trailers on hand and operational, comments will be entered in the Commanders Readiness Impact Statement.

3 Report item as SYSTEM NMC only.

4 Report item as SYSTEM PMC only.

5 Report item as COMPONENT NMC only.

6 Commanders will report the status of all assigned payloads by serial number in the Commander’s Readiness Impact Statement.

7 The EO/IR payload must be installed and operational for the AV to be considered FMC. If either the EO or IR portion of the payload is inoperative, the Air Vehicle is reported as PMC. If both the EO and IR portions of the payload are inoperative, the AV is reported as NMC.

8 UAS will have operational armament and payload systems, when issued, to include serviceable wiring and hard mounts (A Kits). This applies to the equipment and armament systems which are readily installed and removed (B Kits), used during tactical (actual or training) or training missions, for example Hellfire.

9 Per Airworthiness Release (AWR); Systems must have a minimum of two control stations/data links on hand and operational to be FMC. However, the system can have a combination of two of three control stations or data links, (fixed or portable) to make the FMC requirement. If only one control station/data link (fixed or portable) is operational it renders the system NMC.

10 Per AWR; one TALS is required to be on hand and operational for the system to be PMC.

Chapter 4
Missile Materiel Condition Status Reporting

4–1. Duties and policy

a. This chapter prescribes responsibilities and policy (manual and electronic) for reporting the materiel condition status of all designated missile systems.

b. Units using the DA Form 3266–1 will report missile readiness by email to the address in paragraph 4–2c(4).
c. AMCOM is the central agency for the collection, processing, and dissemination of missile equipment materiel condition status data submitted by DA Form 3266–1.

d. Commanders assigned or in physical possession of Army missile systems are responsible for reporting the readiness and/or status of this equipment in accordance with procedures set forth in paragraph 4–2.

e. The unit commander will—
   (1) Provide required missile equipment data in order to improve the materiel condition status.
   (2) Take every possible action to maximize missile system readiness. Units will make maximum use of controlled exchange in accordance with AR 750–1.

4–2. Reporting

a. Reporting of PATRIOT C2, PATRIOT FB, THAAD and radar equipment is required by hard copy using both DA Form 3266–1 and DA Form 3266–2 (Missile Materiel Condition Status Report Worksheet). Reporting of Joint Tactical Ground Station (JTAGS) equipment is by hard copy only using DA Form 3266–1.

b. Missile equipment code (MEC) tables will delineate system reporting requirements and specific system criteria. The MEC code tables will be approved by the DCS, G–4 (DALO–OPO) and maintained by AMCOM. The most current DCS, G–4-approved MEC tables are available at https://www.us.army.mil/.

c. All MTOE units assigned or controlling reportable missile systems (tactical, ORF, and/or APS) will report, using the unit’s LIS feeder report and/or DA Form 3266–1 and DA Form 3266–2 obtained from the APD website. Per APD, the only authorized source for DA Forms is the APD website.

   (1) Units having reportable equipment on their property books for less than a full report period will report equipment in the corresponding mission capable status for the time period equipment was in the possession of another unit or organization.

   (2) Missile equipment reporting is a monthly requirement for all units. All RA, ARNG, and USAR missile units will report to their respective BN HQ. BNs will consolidate the missile reports of subordinate units into a single BN roll-up and—

      (a) Submit all missile equipment except PATRIOT, THAAD and JTAGS to LOGSA. PATRIOT, THAAD, and JTAGS will be submitted per paragraph 4–2b.

      (b) Report PATRIOT, THAAD, and JTAGS equipment in hours. All other missile equipment will be reported in days.

   (3) Missile reporting will follow the timeline per paragraph 2–4 of this regulation.

   (4) Units submitting hardcopy reports must submit the DA Form 3266–1 and DA Form 3266–2 report via email to usarmy.redstone.amcom.list.alc-fsrd-readiness-fsb-avn-msl-team@mail.mil, or via fax to 897–1484 (DSN) or (256) 313–1484 (COM) (see para 4–2a).

   (5) Units will retain file copies of submitted DA Form 3266–1 reports for a period of 6 months from the date submitted, subject to periodic inspection by higher HQ.

4–3. Reportable equipment

a. Equipment is designated as reportable equipment when listed in the MMDF. A current, DCS, G–4-approved listing of reportable equipment can be found at https://liw.logsa.army.mil/.

b. Units will use the correct utilization code for reporting equipment that is on their property book.

c. Units that receive APS equipment through a property transfer will report their data to LOGSA using their unit’s utilization code. Units will begin reporting the equipment after the property transfer from the APS site is complete. Units will stop reporting the equipment after the property transfer back to the APS site is complete.

d. DCS, G–4 (DALO–OPO) may direct that other equipment be reported for specified purposes and periods of time. If and/or when this requirement for reporting other equipment occurs, the DCS, G–4 will issue specific instructions to the field identifying the equipment type and the duration of the reporting.

Chapter 5
Finding and Fixing Readiness and Sustainability Deficiencies

5–1. Materiel readiness reporting

a. The goal of reporting materiel readiness is to identify and summarize logistics programs, reports, and indicators at all levels to attain, sustain, and manage materiel readiness.

b. Materiel readiness is paramount to mission success and ultimately Soldier survivability; therefore all Soldiers must have high standards of integrity, moral courage, and honesty.
c. The Army’s mission demands a materiel readiness reporting system supported with strong commanders who accurately report unit materiel status and are actively trying to resolve materiel readiness problems. Soldiers are encouraged to “tell it like it is” without penalty for maintaining the highest standards of integrity.

d. If MCSRs are not factual, a number of problems arise. First, if higher unit commanders have an incorrect report of unit readiness, they may plan field exercises or combat operations based on inaccurate information. This may increase risk of damage to equipment, death, or injury to personnel, or risk failure of the mission. Second, if Army materiel managers use readiness data from inaccurate reports, their decisions on repair, modification, overhaul, or purchase of end items and repair parts will be faulty. This causes inefficient and wasteful use of scarce Army resources, damage to equipment, death, or injury to personnel, and risk of failure of mission accomplishment.

e. The requirement of reporting materiel readiness through the chain of command to the national level provides the chain of command, the materiel developer, the Army staff and the JCS with an assessment of Army materiel readiness. The reporting system and the uses of reported readiness information provide—

1. The Army staff and JCS with the status of total Army materiel readiness.
2. AMC, the materiel developer, information on systemic materiel readiness problems and trends.
3. The chain of command with an accurate assessment of equipment capabilities, limitations, and deficiencies.
4. A means of rapidly communicating materiel readiness information to all levels of the Army, making available timely identification of materiel readiness problems, and improving corrective action response time to field units.
5. Source data for readiness information management systems approved by the DCS, G-4.

f. MCSRs provide operational and logistics planners with up-to-date information on materiel readiness trends in order to prioritize resources in support of readiness sustainment programs.

g. MCSRs provide source information translated into financial requirements used to plan and fund programs that support readiness improvement initiatives such as materiel changes, MWO, and depot overhaul programs.

5–2. Materiel readiness deficiencies
a. Materiel readiness deficiencies fall into two categories—systemic and compliance.

1. Systemic problems relate to a materiel problem or procedure that is prevalent or common to a commodity, system, or item of equipment. For systemic problems, the materiel developer has the responsibility to resolve such problems. This does not relieve the user or maintainer from the responsibility of reporting such problems through the appropriate channels.
2. Compliance problems relate to the user’s or maintainer’s noncompliance or deviation from established standards, requirements, or procedures.

b. Resolving compliance problems is the responsibility of the unit commander. Activities such as the maintenance assistance and instruction teams (MAITs) or the local AMC Logistic Assistance Office (LAO) may be of assistance in identifying and resolving compliance problems.

5–3. Resolution of materiel deficiencies
a. Identification of materiel deficiencies is the first step in the resolution process. Leaders, at all levels, should be aware that the failure of users to systematically follow a logical procedure, such as PMCS, to identify a fault may lead to equipment being reported MC when it is actually NMC.

b. PMCS procedures exist to lead users through a logical process to locate and identify a fault. It is essential that users follow proper maintenance procedures to identify faults and that commanders assure accurate materiel readiness reporting to allow the Army to achieve its readiness goals and have an accurate readiness posture available to the Army decision makers.

5–4. Methodology
a. The formal methods for attaining and sustaining materiel readiness goals at the unit level are through the normal supply, maintenance, and budget channels.

b. To attain and sustain materiel goals, units will institute a proactive strategy for evaluating and fixing materiel readiness deficiencies. The steps used in this strategy will include—

1. Analyzing materiel readiness trends and indicators.
2. Identifying the problem or deficiency.
3. Developing an action plan that specifically addresses the problem or deficiency and the required corrective actions. Corrective actions may require assistance from other elements or activities, that is, the MAIT, the AMC LAO, or both.
4. Allocating or collecting resources to fix the problem or deficiency.
5. Initiating corrective action.
6. Tracking the progress.
7. Providing the needed feedback with the chain of command and the AMC LAO to complete all open actions.
c. When a materiel readiness deficiency exists that is beyond the scope or capability of the unit to resolve, the following actions may be necessary.

1. For problems involving a materiel defect, quality deficiency, or a recommended equipment improvement, the owning unit will submit a Standard Form (SF) 368 (Product Quality Deficiency Report (PQDR)), according to DA Pam 750–8.

2. For other logistics readiness problems that degrade materiel readiness and that are beyond the scope of the unit to resolve, contact the local AMC LAO or the appropriate AMC LCMC logistics assistance representative (LAR) in the AMC LAO for assistance.

5–5. Maintenance assistance and instruction teams program

The MAIT program complements other programs designed to assist units in achieving and sustaining materiel readiness. To maximize materiel readiness, commanders are encouraged to take full advantage of the services offered by the MAIT. The following provides a brief summary of the objectives and types of MAIT visits. For additional information concerning the MAIT (see AR 750–1).

a. Maintenance assistance and instruction team objectives.

1. Assist units in bringing Army materiel to a state of readiness consistent with assigned goals needed to accomplish the Army mission.
2. Develop MAIT capabilities to meet mobilization and intensified buildup operations.
3. Ensure that commanders at all levels are provided assistance in identifying and resolving maintenance, maintenance management, and associated repair parts problems in their units.
4. Provide effective and responsible assistance and instruction for units and activities that request or need the service.
5. Augment the commander’s capability for providing maintenance and associated assistance and instruction to organic, attached, and supported units.
6. Identify systemic problems in maintenance management and develop programs to improve management of maintenance workload at unit level.
7. Generate an atmosphere of mutual trust between MAIT and the supported unit. This allows unit personnel to participate actively in problem identification and resolution without fear of resulting actions or information being used as bases for adverse action by command elements.

b. Types of maintenance assistance and instruction team visits.

1. Requested visit. This type of visit can be arranged by requests from commanders of units directly to the MAIT scheduling element. This includes units requiring assistance and instruction or parent organizations requesting assistance and instruction for subordinate units.
2. Directed visits. These visits are directed by the HQ having operational control of the MAIT or higher headquarters for a specific organization that assistance and instruction is needed. The determination may result from review and analysis of readiness reports, CLRT reports, inspections, Army Training and Evaluation Program, or observations made during staff visits.
3. Programmed visits. Each MAIT prepares a schedule of programmed visits. When resources are available, an annual visit will be made to each unit. This provides the unit with an independent assessment of the unit’s logistics problems and the MAIT proposed solutions.

5–6. Logistics Assistance Program

The AMC Logistics Assistance Program (LAP) is designed to provide users and maintainers of AMC-managed equipment with both logistical and technical assistance when materiel problems exist that can, or have the potential to, adversely impact materiel readiness. The Army has directed AMC to be the lead agency to manage the LAP. As the lead agency for the worldwide LAP, AMC authority extends to all mobile personnel in the LCMCs, Army Sustainment Command (ASC), Army field support brigades (AFSBSs), Army field support battalions (AFSBNs), logistics support elements, brigade logistics support teams, and logistics support teams. LAP personnel provide logistics assistance in peacetime and wartime, including support to mobilized and deployed forces, with the overarching goal to support weapons and equipment systems maintenance and supply operations and improve materiel readiness. The LAP is not intended to replace or augment a unit’s logistics capability, but rather to render assistance when appropriate. The Surgeon General operates the LAP for medical logistics readiness (see AR 40–61). The following provides a summary of the LAP and the types of assistance that can be provided. For additional information concerning the AMC LAP see AR 700–4.

a. Commanders may be confronted with logistic problems that are either beyond their resource capability to resolve or that are clearly not within their responsibility. In these cases, assistance will be provided to commanders in analyzing readiness, identifying problems, determining responsibility for resolutions, and, when appropriate, resolving problems.
b. The establishment of the LAP does not relieve the commander of logistic readiness responsibilities or functions. Rather, the commander is responsible for developing a self-sustaining readiness capability. The LAP is not authorized for Army commanders to relinquish their readiness mission responsibilities and capabilities.

c. The LAP—
   (1) Provides commanders with the technical guidance necessary to resolve logistics problems.
   (2) Includes identifying and reporting through channels all logistic conditions that have an adverse impact upon material readiness. This includes supply, maintenance, personnel, training, organization, systems, and doctrine.
   (3) Provides a means to collect, correlate, assess, and disseminate the logistics information required to respond to problems with the materiel or from the systems user.
   (4) Establishes an organizational structure and procedure for all logistic support activities to contact field units.
   (5) Provides commanders with a single point of contact for AMC logistics assistance.

d. The program is oriented to the early detection of logistic problems that affect unit and materiel readiness.

e. The LAP provides a means for logistic support activity managers to observe and to identify materiel and logistic system problems in the field.

f. The LAP is designed to—
   (1) Improve and sustain the readiness of material systems and logistics support of RA and RC forces by—
      (a) Assisting commanders with those logistical problems on materiel readiness that are their responsibility but are beyond their organic resources.
      (b) Analyzing field operations for their effect on logistics and by determining requirements for improvement.
      (c) Improving logistic support based on materiel analysis and contact with using units and other sources.
      (d) Furnishing commands information and assistance for force modernization, including new and displaced materiel.
   (2) Developing and coordinating plans to ensure that required assistance will be provided during mobilization, hostilities, and other contingencies.

f. Assisting other U.S. Government agencies with problems related to Army managed material.

g. The following provides a summary of the types of assistance that are available through the LAP:
   (1) Providing advice and guidance to commanders to assist them in attaining and sustaining materiel readiness goals. This is achieved by identifying and resolving logistics problems, particularly improvements to unit supply and maintenance processes.
   (2) Evaluating, advising, assisting, and training in all areas of logistics. Training will supplement, not replace, individual, and unit training. Areas will include the following:
      (a) Equipment design.
      (b) Integrated logistics support.
      (c) Transportation.
      (d) Maintenance.
      (e) Supply support.
      (f) Modifications.
      (g) Disposal of material.
      (h) Effectiveness of logistics support and management systems.
      (i) Operations.
   (3) Providing managers with timely information on the effectiveness of material and support systems in the field.

h. When requesting logistics assistance, units will contact their local AFSB and/or AFSBN. Current AFSB and/or AFSBN addresses and contact information are located at ASC homepage at http://www.aschq.army.mil/home/. Requests for assistance will include the following:
   (1) Name and location of organization requiring assistance.
   (2) Specific types and quantity of materiel or weapons (make and model) of the systems for which assistance is needed, and a general description of the problem.
   (3) Reasons why organic resources are not available.
   (4) Estimated length of time assistance is required, starting date, and a point of contact.
   (5) Type of logistics assistance personnel required.
   (6) Specific requirements for security clearance.

5–7. Army Oil Analysis Program
The Army Oil Analysis Program (AOAP) is part of a DOD-wide effort to detect impending COMPO failures and to determine lubricant condition through the periodic laboratory evaluation of used oil samples. The AOAP is a condition based
maintenance (CBM) enabler that uses nondestructive testing procedures to monitor the internal condition of engines, transmissions, gearboxes, and hydraulic systems. For additional information concerning the AOAP, see AR 750–1. The following provides a brief summary of the AOAP:

a. COMPO condition monitoring. AOAP laboratories provide actionable maintenance recommendations that result in improved readiness, reduced maintenance costs, and enhanced operational safety.

b. Lubricant condition monitoring. AOAP laboratories optimize oil change intervals through application of the on-condition oil change (OCOC) policy wherein oil changes are performed only when recommended by an AOAP laboratory.

c. The AOAP website contains a list of officially enrolled weapon system COMPOs. The AOAP website is located within the LIW portal at https://liw.logsa.army.mil.

5–8. Command Logistics Review Program

a. The CLRP is a DCS, G–4 program administered by the Assistant Secretary of the Army for Acquisition, Logistics and Technology. The program is directed toward in-depth logistics reviews of unit and installation logistics operations where analysis and assessments are used to identify and resolve problems adversely affecting readiness.

b. The CLRTs have been established at each ACOM, ASCC, and/or DRU, as required by DCS, G–4, consisting of highly skilled technicians and logisticians. These teams visit subordinate units on a scheduled basis to assess compliance and systemic logistics readiness problems. The teams render assistance and provide guidance to commanders, when appropriate, in resolving identified logistics and readiness deficiencies. When required, these teams are augmented with personnel from DCS, G–4 and the Logistics Integration Agency (LIA) and are called the CLRP.

c. The services and assistance rendered by the CLRP provide commanders at all levels with a resource that is essential if logistics readiness is to be improved and sustained.

5–9. Equipment improvement report and maintenance digest

Publications provided by AMC LCMCs to equipment users and maintainers. These digests provide technical information on equipment faults in design, operation, manufacturing, or propose improvements in materiel. The timely review and compliance with the instructions and proposals in these publications are essential to ensure that readiness is not degraded and that safety deficiencies are immediately corrected to eliminate personnel and equipment hazards. Commanders and readiness managers responsible for reporting ER will ensure that their units are placed on pinpoint distribution for those digests that pertain to equipment that is authorized and/or on hand in their organization (see APD’s website). This is a list of consolidated index of Army publications and blank forms). Review and compliance with these digests is crucial if readiness goals are to be achieved and sustained.

5–10. Integrated logistics support lessons learned report

This report is produced by the LOGSA, Product Support Division. For distribution and information concerning the integrated logistics support lessons learned report, contact the Logistics Engineering Center at (256) 955– 9846. The report is available at https://www.logsa.army.mil.

5–11. Sample data collection

Sample data collection (SDC) projects are established for selected new equipment entering the Army inventory and other equipment as approved by the DCS, G–4. Detailed data are collected on a statistical sample of the total inventory for an average of 1 to 3 years. Empirical data generated by SDC offer the most extensive maintenance and/or logistical information available. Because of the high confidence level of the data, SDC is used by materiel developers and readiness analysts to identify, target, and fix equipment deficiencies that adversely impact materiel readiness. SDC provides feedback to participating units on a recurring basis, as well as lessons learned to all users and maintainers of equipment in the SDC program. This provides an essential link between the users, maintainers, and the materiel developers for rapidly identifying and correcting equipment and logistical deficiencies that impact readiness.

5–12. The preventive maintenance monthly Technical Bulletin 43–PS-series

An official monthly technical bulletin (TB), PS Magazine is published by LOGSA and distributed throughout the Army. It is intended to enhance materiel readiness by emphasizing preventive maintenance and promoting proper maintenance and supply procedures. Review of PS Magazine will be a regular part of unit readiness initiatives. A reader service is available to all users to answer maintenance and supply questions. For distribution and information concerning PS Magazine, contact the Commander, LOGSA, AMXLS Redstone Arsenal, AL 35898–7466. Additional information is provided online at https://www.logsa.army.mil/psmag/pshome.cfm.
The national inventory control points and national maintenance points publish technical and information letters and bulletins that provide users and maintainers with guidance and a forum for comments, recommendations, and questions on logistics matters. These publications provide information on anticipated shortages, pending procedural changes, warranty information, clarification of technical publications, and general logistics information. For additional information concerning distribution of the publication, contact the appropriate AMC LCMC LAR in the supporting AFSB and/or AFSBN.

5–14. Readiness directorates
To provide responsive logistics support to users and maintainers of Army-managed equipment, AMC LCMCs and TSG has established readiness directorates to manage readiness and logistics sustainability programs for their commodity equipment. The following provides a summary of the responsibilities and services provided by these activities.

a. Readiness analysis. The readiness directorates analyze MCSR, equipment improvement recommendations, product quality deficiency reports (PQDRs), field reports, and other information to develop priorities and corrective action plans to resolve materiel readiness deficiencies. They conduct periodic supportability assessment visits to selected units to provide and obtain information concerning readiness supportability problems and initiatives. Teams may consist of readiness directorate personnel, maintenance engineers, depot personnel, item managers, project manager personnel, and/or representatives from industry.

b. Logistics assistance. The AMC LCMCs readiness directorate has responsibility for managing and executing the AMC LAP worldwide. For information concerning the LAP and the types of assistance that can be provided to users and maintainers of AMC managed equipment, see paragraph 5–6.

5–15. Readiness area of the logistics information warehouse
a. All MCSR submitted to the national level are collected at LOGSA, Redstone Arsenal, AL. The readiness area of LIW is the Army’s central repository for all reported materiel readiness data.

b. All non-U.S. Army Special Operations Command (USASOC) readiness is now unclassified. Additional information regarding LIW and access may be found on the LOGSA homepage at https://www.logsa.army.mil.

Chapter 6
Logistics Sustainability Assessment and Analysis Program

6–1. Application of resources
a. This chapter describes DCS, G–4 policy, procedures, and analytical focus for the application of resources to identify logistics supportability, sustainment, and sustainability shortfalls, deficiencies, concerns, issues, and LIMFACs and to provide options or measures for their resolution. The focus is based on the assessment and analysis requirements of the logistics supplement to the JSCP and includes the studies and methodologies to identify logistics readiness issues related to the DRRS–A.

b. The aspects of logistics supportability, sustainment, and sustainability include the following:
(1) The materiel supply requirements determination and the materiel supply sources to generate nonunit cargo record for the warfighting combatant command’s OPLAN and CONPLAN as specified by the U.S. Joint Staff’s Logistics Supplement to the JSCP.
(2) The LSA prepared for submission in support of the warfighting combatant command’s and OPLANs and CONPLANs as specified by the U.S. staff J–4’s logistics supplement to the JSCP.
(3) The logistics evaluation of OPLANs, CONPLANs, and FUNCPLANs.
(4) Other Army logistics sustainment analysis.

6–2. Logistics sustainability assessment and other Army logistics sustainment and sustainability analysis
a. Overview. This section addresses overall policies and procedures for conducting comprehensive assessments and analyses of Army capabilities to sustain forces during the execution of the warfighting combatant commands and their supporting ASCC OPLANs, CONPLANs, and FUNCPLANs. The scope of the supported force for this analytical effort includes the RA and RC units, other military service elements for which the Secretary of the Army has executive agent responsibility for sustainment support, enemy prisoners of war, detained, interned, and/or displaced civilians, and the allied, coalition, or combined forces for which the U.S. Government has nation-to-nation agreements concerning sustainment support.

b. Policies and procedures.
(1) Logistics sustainability analysis will be provided using the DCS, G–4 directed logistics evaluation of OPLANs, CONPLANs, and FUNCPLANs and the DCS, G–4 directed materiel supply requirements determination and materiel supply sourcing to generate nonunit cargo records and LSA for the plan. Though conducted by different commands and agencies for different purposes, these processes are related and mutually complementary. The DCS, G–4 logistics sustainability assessment and/or analysis is a computer-analytical process used to assess the present and/or future capability of the logistics system to sustain deployed forces engaged in military operations. The current DPG with its associated IPS, the JSCP, supplements to the JSCP, and guidance and direction from the Plans and Operations Division, Directorate for Plans, Operation and Logistics Automation (DALO–SIS–PL), DCS, G–4, dictate the MTW or the SSC operations scenarios and time frames to be assessed. The goal of assessments is to predict the degree of sustainability that can be provided to Army and Army-supported forces under specified scenarios during a MTW or SSC under their respective OPLAN, CONPLAN, or FUNCPLAN contingency execution.

(2) Other specialized logistics sustainment and sustainability assessments, analyses, and evaluations may also be conducted for supported forces and/or scenarios directed by DCS, G–4 or as requested by logistics planners responsible for planning and/or programming support capabilities. Various simulation-related analyses may be performed for the individual materiel classes of supply; for supported warfighting combatant commands or their ASCC; or for other ACOMs, as requested of and approved by DCS, G–4. The flexibility exists to perform other selective analyses as requested of and approved by DCS, G–4.

(3) The scope of sustainment materiel supplies includes materiel in Army units, materiel left by units at their home station when they deploy to use APSs, APS sustainment supplies, Army unit prescribed loads and operating stocks, and the projected national-level logistics command sustainment and operating stocks as offset by the industrial base capability to provide the materiel when required. LSAs will be conducted to assess the adequacy of sustainment resources (materiel supply, logistics force structure, and the Army portion of the Defense Industrial base) to support the warfighting combatant command’s OPLANs and CONPLANs. The LSA includes the GSA materiel supply stocks, DLA materiel supply stocks, the Defense Industrial base, Army program executive office, program manager, and/or project manager-managed materiel supply stocks; ACOM units materiel and supply stocks; the other military services’ materiel and supplies stocks, and host nation-provided sustainment resources to include those generated under coproduction agreements. The LSA will also identify concerns, issues, and shortfalls required to resolve or minimize their impact. Analyses will also include the logistics force structure analysis described in paragraph 6–3 of this regulation.

(4) The LSA (the logistics evaluation on OPLANs, CONPLANs, and FUNCPLANs, and other Army logistics sustainment and sustainability assessments, evaluations, and analyses) may be used to develop new or enhanced methodologies and automated models to identify sustainment and sustainability risks; project programming and budgeting requirements which are influenced by resource alternatives; identify sustainment shortfalls, deficiencies, concerns, issues, and LIMFACs; and to provide specific data for the supported forces and scenarios. In addition, these analyses seek to improve the national-level sustaining and the defense industrial base. They may be used to analyze all phases of logistics sustainment and sustainability for military operation.

(5) Because resources (time and personnel) are limited, it is vital that sustainment and sustainability analyses be coordinated with the ACOMs, the ASCCs, the HQDA staff, the U.S. Joint Staff, DLA, GSA, the other military services, Joint

(6) Because resources (time and personnel) are limited, it is vital that sustainment and sustainability analyses be coordinated with the ACOMs, the ASCCs, the HQDA staff, the U.S. Joint Staff, DLA, GSA, the other military services, Joint and combined commands, and other allied or coalition forces, as required or appropriate, in advance of operations to provide unity of effort.

6–3. Logistics evaluation of operations plans, contingency plans, and functional plans

a. General. This section prescribes the policies and procedures for performing a combatant command logistical evaluation and/or ASCC OPLANs, CONPLANs, and FUNCPLANs under the DCS, G–4 responsibility to review the adequacy and feasibility of plans for MTWs and SSCs. A comprehensive logistics analysis of these OPLANs, CONPLANs, and FUNCPLANs is conducted by the USACAA in accordance with U.S. Joint Staff’s JSCP deliberate planning timelines and schedules and DCS, G–4 guidance and direction. This real-time evaluation is performed to assess logistics supportability, and adequacy of logistics force structure, and to enhance logistics planning efforts. Recommendation to enhance logistics sustainment and sustainability at the strategic, operational, and tactical level and improve logistics content of OPLANs, CONPLANs, and FUNCPLANs are made throughout the JSCP deliberate planning cycle so that improvements can be incorporated as the plan development proceeds. The primary objectives of this effort are as follows:

(1) Advise ASCCs, HQDA, and the DCS, G–4 on the logistics supportability of the OPLAN, CONPLAN, or FUNCPLAN under review.

(2) Assist ASCCs during all plan development phases in identifying and resolving specific logistics planning shortfalls, concerns, and issues.
(3) Evaluate adequacy of the planned logistics force structure and time-phased force development list and TPFDD schedules to ensure that they provide the required logistics capability for support of the force throughout the full duration of the plan’s phases.

(4) Provide input to ASCCs, AMC, and USAMMA for LSA development.

(5) Identify systemic logistics planning problems (common problem areas) among the reviewed plans.

(6) Enhance logistics consistency.

(7) Serve as a source of planning expertise for DCS, G–4 so that these skills are available during response.

(8) Maintain a central repository of logistics evaluation, assessment, and analysis skills.

(9) Identify areas for research and development support procedures, tools, and systems.

b. Policies and procedures.

(1) USACAA will coordinate with the DCS, G–4 to determine the sequence by which OPLANs, CONPLANs, and FUNCPLANs are to be evaluated. More than one plan may be scheduled for concurrent evaluation. Each plan designated for evaluation will be analyzed systematically during various phases of plan development. The results of these analyses will be provided to the ASCCs as soon as they are completed. This approach permits the ASCCs to effectively use the results of the USACAA evaluation.

(2) As plans progress through the JSCP deliberate planning cycle, USACAA in coordination with the ASCC will determine what analyses are appropriate for that stage of the JSCP planning cycle. In general, plan evaluation, assessment, and analysis will focus on three primary aspects of plans that increases the level of detail provided as the plan matures. The three primary aspects are as follows:
   (a) Logistics force structure identification and deployment timelines.
   (b) Logistics planning guidance for all functions of logistics.
   (c) Functional logistics support capabilities and constraints.

(3) Extensive logistical evaluation, assessment, and analysis will be performed for each reviewed plan. In order to provide a detailed evaluation, the USACAA methodology will include both automated systems data analysis and staff analyst’s review plans. Local databases and locally developed automated tools as well as existing Joint and Army databases, analysis tools, and reports will be used in logistics evaluation process.

(4) The results of the evaluation will be documented in a detailed report for each reviewed plan. The draft evaluation report will be staffed for review and comments prior to finalizing the final evaluation report.

(5) The final evaluation report will be prepared by the USACAA and furnished to DCS, G–4 and to commands, agencies, and activities, as appropriate.

6–4. Measures of sustainability
The following are the DCS, G–4 sustainability ratings for use in measuring sustainability:

a. Green = Capability of 90 to 100 percent of requirement; negligible risk; minor problems, shortfalls, deficiencies, issues, concerns, or LIMFACs; fully supportable.

b. Amber = Capability of 70 to 89 percent of requirement; some risk; some issues, problems, shortfalls, deficiencies, concerns, or LIMFACs; supportable with limitations.

c. Red = Capability of 60 to 69 percent of requirement; high risk; major issues, problems, shortfalls, deficiencies, concerns, or LIMFACs; supportable with severe constraints.

d. Black = Capability of less than 59 percent of requirement; grave risk; potential war stopper; not supportable.
Appendix A

References

Section I

Required Publications

AR 220–1
Army Unit Status Reporting and Force Registration – Consolidated Policies (Cited in para 1–12d.)

AR 750–1
Army Materiel Maintenance Policy (Cited in para 1–17e.)

DA Pam 750–8
The Army Maintenance Management System (TAMMS) User’s Manual (Cited in para 1–18c.)

Section II

Related Publications

A related publication is a source of additional information. The user does not have to read it to understand this publication.

AR 11–1
Command Logistics Review Program

AR 11–2
Managers’ Internal Control Program

AR 25–1
Information Management Army Information Technology

AR 25–30
Army Publishing Program

AR 40–61
Medical Logistics Policies

AR 58–1
Management, Acquisition, and Use of Motor Vehicles

AR 95–1
Flight Regulations

AR 95–23
Unmanned Aircraft System Flight Regulations

AR 335–15
Management Information Control System

AR 380–5
Department of the Army Information Security Program

AR 385–10
The Army Safety Program

AR 672–20
Incentive Awards

AR 700–4
Logistics Assistance

AR 700–18
Provisioning of U.S. Army Equipment

AR 700–90
Army Industrial Base Process
AR 700–139
Army Warranty Program

AR 702–7–1
Reporting of Product Quality Deficiencies within the U.S. Army

AR 708–1
Logistics Management Data and Cataloging of Supplies and Equipment

AR 710–1
Centralized Inventory Management of the Army Supply System

AR 710–2
Supply Policy Below the National Level

AR 710–3
Inventory Management Asset and Transaction Reporting System

AR 725–50
Requisition, Receipt, and Issue System

AR 740–1
Storage and Supply Activity Operations

CJCSI 3255.01

DA Pam 25–30
Consolidated Index of Army Publications and Blank Forms

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

DA Pam 710–2–2

DA Pam 738–751
Functional Users Manual for the Army Maintenance Management System—Aviation

DODI 3110.05

EM 0007
FEDLOG

TB 38–750–2
Maintenance Management Procedures for Medical Equipment

10 USC
Armed Forces (Available at http://www.gpo.gov/fdsys/)

Section III
Prescribed Forms
Unless otherwise indicated, DA forms are available on the Army Publishing Directorate website (http://armypubs.army.mil).

DA Form 1352
Army Aircraft Inventory, Status and Flying Time (Prescribed in para 1–17e.)

DA Form 1352–1
Daily Aircraft Status Record (Prescribed in para 3–2a.)

DA Form 2406
Materiel Condition Status Report (Prescribed in para 1–17e.)
DA Form 3266–1
Army Missile Materiel Readiness Report (Prescribed in para 1–17e.)

DA Form 3266–2
Missile Materiel Condition Status Report Worksheet (Prescribed in para 4–2a.)

DA Form 7752
Army Unmanned Aircraft Systems Inventory, Status, and Flying Time (Prescribed in para 1–17e.)

DA Form 7752–1
Daily Unmanned Aircraft Systems Component Status Record (Prescribed in para 3–5a.)

DA Form 7752–1–1
Unmanned Aircraft Systems Daily Systems Status Worksheet (Prescribed in para 3–5a.)

Section IV

Referenced Forms
Unless otherwise indicated, DA forms are available on the Army Publishing Directorate website (http://armypubs.army.mil) and SFs are available on the U.S. General Services (http://www.gsa.gov).

DA Form 11–2
Internal Control Evaluation Certification

DA Form 2028
Recommended Changes to Publications and Blank Forms

DA Form 2407
Maintenance Request

DA Form 5988–E
Equipment Maintenance/Inspection Worksheet

SF 368
Product Quality Deficiency Report (PQDR)
Appendix B

Internal Control Evaluation

B–1. Function
The function covered by this evaluation is the Logistics Readiness Materiel Condition Status Reporting for aircraft, missile, and ground equipment according to this regulation.

B–2. Purpose
The purpose of this evaluation is to assist assessable unit managers in evaluating the key management controls listed below. It is not intended to cover all controls.

B–3. Instructions
Answers must be based on the actual testing of key management controls (for example, document analysis, direct observation, sampling, simulation, other). Answers that indicate deficiencies must be explained and corrective action indicated in supporting documentation. These management controls must be evaluated at least once every 5 years. Certification that this evaluation has been conducted must be accomplished on DA Form 11–2 (Internal Control Evaluation Certification).

B–4. Test questions
a. Are reporting requirements of AR 700–138 being met?
   (1) Are MCSR complete with all required attachments and comments and forwarded to LOGSA as a part of Central United States Registry procedures?
   (2) Are materiel condition status data being maintained daily and compiled as required on DA Form 1352, DA Form 2406, and DA Form 3266–1?
   b. Are readiness goals for equipment being met?
   c. Are parts shortages being reported to the appropriate supply activity?
   d. Are commanders reviewing MCSR before forwarding to appropriate materiel readiness activities?
   e. Are corrective actions being taken to improve ER on a continuous basis?

B–5. Supersession
This evaluation replaces the checklist in AR 700–138, dated 26 February 2004.

B–6. Comments
Help make this a better tool for evaluating management controls. Submit comments to the DCS, G–4 (DALO–ORR), 500 Army Pentagon, Washington, DC 20310–0500.
### Glossary

#### Section I

#### Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACOM</td>
<td>Army command</td>
</tr>
<tr>
<td>AFCS</td>
<td>Autonomous Flight Control System</td>
</tr>
<tr>
<td>AFSB</td>
<td>Army Field Support Brigade</td>
</tr>
<tr>
<td>AFSBN</td>
<td>Army Field Support Battalion</td>
</tr>
<tr>
<td>AHRS</td>
<td>Attitude Heading Reference System</td>
</tr>
<tr>
<td>ALO</td>
<td>Authorized level of organization</td>
</tr>
<tr>
<td>AMC</td>
<td>U.S. Army Materiel Command</td>
</tr>
<tr>
<td>AMCOM</td>
<td>Aviation and Missile Command</td>
</tr>
<tr>
<td>AMSS</td>
<td>Army Materiel Status System</td>
</tr>
<tr>
<td>AO</td>
<td>Aircraft operator</td>
</tr>
<tr>
<td>AOAP</td>
<td>Army Oil Analysis Program</td>
</tr>
<tr>
<td>APD</td>
<td>Army Publishing Directorate</td>
</tr>
<tr>
<td>APS</td>
<td>Army prepositioned stocks</td>
</tr>
<tr>
<td>AR</td>
<td>Army Regulation</td>
</tr>
<tr>
<td>ARFORGEN</td>
<td>Army Force Generation</td>
</tr>
<tr>
<td>ARNG</td>
<td>Army National Guard</td>
</tr>
<tr>
<td>ASA (FM&amp;C)</td>
<td>Assistant Secretary of the Army (Financial Management and Comptroller)</td>
</tr>
<tr>
<td>ASC</td>
<td>Army Sustainment Command</td>
</tr>
<tr>
<td>ASCC</td>
<td>Army service component command</td>
</tr>
<tr>
<td>AV</td>
<td>Air vehicle</td>
</tr>
<tr>
<td>AWR</td>
<td>Airworthiness Release</td>
</tr>
</tbody>
</table>
BN
battalion

BOIP
basis of issue plan

CAR
Chief, Army Reserve

CBM
condition-based maintenance

CG
commanding general

CIO/G–6
Chief Information Officer/G–6

CJCSI
Chairman of the Joint Chief of Staff Instruction

CLRP
Command Logistics Review Program

CLRT
command logistics review team

CNGB
Chief, National Guard Bureau

COM
commercial

COMPO
component

CONPLAN
contingency plan

CST
central standard time

DA
Department of the Army

DADE
Department of the Army directed events

DASE
Digital Automatic Stabilization Equipment

DCS, G–1
Deputy Chief of Staff, G–1

DCS, G–2
Deputy Chief of Staff, G–2

DCS, G–3/5/7
Deputy Chief of Staff, G–3/5/7

DCS, G–4
Deputy Chief of Staff, G–4

DCS, G–8
Deputy Chief of Staff, G–8

DLA
Defense Logistics Agency
**DOD**
Department of Defense

**DPG**
Defense Planning Guidance

**DPI**
data processing installation

**DRRS–A**
Defense Readiness Reporting System–Army

**DRU**
direct reporting unit

**DSN**
Defense Switch Network

**DUIC**
derivative unit identification code

**ECP**
engineering change proposal

**EIC**
end item code

**EO/IR**
electro-optical/infrared

**EOH**
equipment on hand

**ER**
equipment readiness

**ERC**
equipment readiness code

**ESC**
equipment serviceability criteria

**EXORD**
Execute Order

**FAT**
free air temperature

**FCC**
flight control computer

**FLIR**
forward looking infrared

**FMC**
fully mission capable

**FOUO**
for official use only

**FRAGO**
fragmentary order

**FUNCPLAN**
functional plan

**GCSS–Army**
Global Combat Support System-Army
<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOCO</td>
<td>Government owned contractor operated</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>GSA</td>
<td>General Services Administration</td>
</tr>
<tr>
<td>HARS</td>
<td>Heading Attitude Reference Set</td>
</tr>
<tr>
<td>HQDA</td>
<td>Headquarters, Department of the Army</td>
</tr>
<tr>
<td>ILAP</td>
<td>Integrated Logistics Analysis Program</td>
</tr>
<tr>
<td>IMC</td>
<td>instrument meteorological conditions</td>
</tr>
<tr>
<td>IMCSRS</td>
<td>Installation Materiel Condition Status Report System</td>
</tr>
<tr>
<td>IPS</td>
<td>illustrative planning scenarios</td>
</tr>
<tr>
<td>IR</td>
<td>infrared</td>
</tr>
<tr>
<td>JCS</td>
<td>Joint Chiefs of Staff</td>
</tr>
<tr>
<td>JSCP</td>
<td>Joint Strategic Capabilities Plan</td>
</tr>
<tr>
<td>JTAGS</td>
<td>Joint Tactical Ground Station</td>
</tr>
<tr>
<td>LAO</td>
<td>Logistics Assistance Office</td>
</tr>
<tr>
<td>LAP</td>
<td>Logistics Assistance Program</td>
</tr>
<tr>
<td>LAR</td>
<td>logistics assistance representative</td>
</tr>
<tr>
<td>LCMC</td>
<td>Life Cycle Management Command</td>
</tr>
<tr>
<td>LIA</td>
<td>Logistics Innovation Agency</td>
</tr>
<tr>
<td>LIMFAC</td>
<td>limiting factor</td>
</tr>
<tr>
<td>LIN</td>
<td>line identification number</td>
</tr>
<tr>
<td>LIS</td>
<td>Logistics Information System</td>
</tr>
<tr>
<td>LIW</td>
<td>Logistics Information Warehouse</td>
</tr>
<tr>
<td>LOGSA</td>
<td>Logistics Support Activity</td>
</tr>
</tbody>
</table>
LRC
lesser regional contingency
LSA
logistics support analysis
MAIT
maintenance assistance and instruction team
MATES
mobilization and training equipment sites
MC
mission capable
MCD
mandatory completion date
MCSR
materiel condition status report
MDS
model design series
MEC
missile equipment code
MMDF
maintenance master data file
MOI
memorandum of instruction
MOOTW
military operation other than war
MOS
military occupational specialty
MRC
major regional contingency
MTOE
modified table of organization and equipment
MTW
Major Theater of War
MWO
modification work order
NMC
not mission capable
NMCM
not mission capable maintenance
NMCS
not mission capable supply
NSN
national stock number
NVD
night vision device
OAT
outside air temperature
OCOC
on-condition oil change

ODCS
Office of the Deputy Chief of Staff

OPLAN
operations plan

OPORD
operation order

ORF
operational readiness float

ORR
operational readiness and reporting

OSRVT
one system remote video terminal

Pam
pamphlet

PBUSE
property book and unit supply—enhanced

PDF
portable document format

PMC
partially mission capable

PMCM
partially mission capable—maintenance

PMCS
partially mission capable—supply

POM
program objective memorandum

PQDR
product quality deficiency report

QRC
quick reaction capability

RA
Regular Army

RC
Reserve Component

RIDB
readiness integrated database

SAMS–1E
Standard Army Maintenance System—Level 1 Enhanced

SAMS–2E
Standard Army Maintenance System—Level 2 Enhanced

SAMS–E
Standard Army Maintenance System—Enhanced

SARSS
Standard Army Retail Supply System
SB
supply bulletin

SDC
sample data collection

SF
standard form

SFTP
secure file transfer protocol

SOR
source of repair

SRP
Sustainable Readiness Process

SSC
small scale contingency

STAMIS
Standard Army Management Information System

TALS
Tactical Automated Landing System

TB
technical bulletin

TDA
table of distribution and allowances

TPFDD
time-phased force development data

TRADOC
U.S. Army Training and Doctrine Command

TSG
The Surgeon General

U
unclassified

UAS
Unmanned Aerial System

UESSR
unit equipment status and serviceability report

UIC
unit identification code

ULLS–AE
Unit Level Logistics System—Aviation Enhanced

USACAA
United States Army Center for Army Analysis

USAMMA
U.S. Army Medical Materiel Agency

USAR
U.S. Army Reserve

USASOC
United States Army Special Operations Command
Section II
Terms

Allied Data Publication–3
Catalog of North Atlantic Treaty Organization messages, sets, and fields.

Army prepositioned stocks
Prepositioned sets of equipment configured in separate company, BN, brigade, or supporting combat support and/or combat service support units; for example, corps, division, and/or theater base. This equipment will be drawn as a unit set when directed and manned by a deploying unit.

Authorized level of organization
The authorized strength and equipment level for MTOE units, which may be expressed numerically or in letter-designated levels representing percentages of full MTOE manpower spaces. For example, authorized level of organization (ALO) 1 is 100 percent, ALO 2 about 90 percent, ALO 3 about 80 percent, and ALO 4 about 70 percent. It is listed in section I of the unit MTOE. The JCS term “readiness rating limitations” is synonymous with ALO for Army unit status reporting.

Available days
The total number of days equipment is on hand in a unit and FMC.

Aviation intermediate maintenance
Maintenance performed at the support maintenance unit. Characteristics are high mobility, a forward orientation, and repair by replacement in division and corps (forward area).

Aviation unit maintenance
Maintenance performed at the owning unit level. Characteristics are quick turnaround based on discard of selected items; replacement and rapid evacuation of COMPOS; and minor repairs (check, adjust, clean, lubricate, tighten, and so on).

Bailment
Aircraft assigned to a contractor by HQDA directive for test purposes other than research and development.

Character
A single letter, digit, or symbol.

Data
A representation of facts, concepts, or instructions in a formalized manner suitable for communication, interpretation, or processing by humans or by automated means.

Data element
A class or a unit of information that has a unique meaning.

Database
A collection of data organized in one or more files for a given purpose in a data processing system.

Deficiency
A deficiency is a fault or problem that does not meet recommended, manufacturer’s, or safety specifications, causing the equipment to malfunction or become inoperable. Faults that make the equipment NMC are deficiencies. A defect is a deficiency when it:

a. Makes an item, subsystem, or system inoperable.
b. Is listed in the “equipment is not ready and/or available if” column of the operator’s PMCS list.
c. Makes the equipment unsafe or endangers the operator or crew.
d. Will seriously damage the equipment if it is operated.
e. Makes the equipment so inaccurate, it cannot do its mission as required.
f. Causes an operating problem that cuts down on communications security equipment abilities to protect defense information. You assign a status symbol X to a deficiency. All the situations above are deficiencies and will carry an X status symbol.
Department of Defense activity address code
A distinctive six-position alphanumeric code assigned to identify specific units, activities, or organizations. The first position designates the military service or other Government element of ownership or sponsorship. The remaining five positions are assigned according to the central service point of the participating service or agency.

Depot maintenance work requirements
A maintenance serviceability standard for depot maintenance operations. It prescribes the scope of work to be performed on an item by organic depot maintenance facilities or contractors; types and kinds of material to be used; and quality of workmanship. Also, repair methods; procedures and techniques; modification requirements; fits and tolerances; equipment performance parameters to be achieved; quality assurance discipline; and other essential factors to ensure that an acceptable and cost effective product is obtained.

End item code
The end item code (EIC) is the data element that identifies specific class VII end items. It is a three position alphanumeric code that uses the full English alphabet and the numbers 2 through 9 (1 and 0 are not used). Each position of the code has specific meaning:
(1) The first position identifies the National Inventory Control Point manager and is a broad categorization generally descriptive of the item but not identifying specific items.
(2) The second position provides for a further subdivision of the broad category established in the first position. By using the first position as a base, the two-position combination identifies a broad generic family of end items.
(3) The third position is used in combination with the first two positions to identify a specific end item (NSN) within a generic classification. This three-position identification is unique to a single class VII end item. Example: AAB – TACOM Combat Vehicles, AA – TACOM Combat Vehicles, Main Battle Tank M1 AAB – TACOM Combat Vehicles, Main Battle Tank M1, 2350–01–087–1095 M1A1 120MM Gun.

Equipment category code
A two-position alphabetical code. The first letter identifies the primary category of equipment (for example, A = Air craft, B = Air Defense Systems, F = Tanks, G = Combat Vehicles, and H = Tactical Vehicles). The second letter identifies a specific type of equipment within the primary category, (for example, AF = Aircraft, Fixed wing; AR = Aircraft; Rotary wing, GA = self-propelled Howitzers; and HB = Truck quarter ton). Used in automated data systems to produce the complete description of an item of equipment by make, model, noun nomenclature, line number, and NSN if desired or position equipment category code is required. Entered in specific blocks or positions on manually produced data source documents. Equipment end item a final combination of assemblies, COMPOs or modules, and parts that are de- signed to perform an operational function and are ready for intended use. These end items are normally type-classified and assigned line item identification numbers, but may require other end items to perform a mission. EOH: A logistic indicator depicting the organization’s logistical status on the availability of equipment. ER A logistic indicator that portrays the combined impact of equipment shortages and maintenance shortfalls on a unit’s ability to meet wartime requirements.

Equipment readiness code
A one-digit code explaining an item’s importance to a unit’s combat, combat support, or service-support mission. The codes are assigned to items on MTOEs. Since equipment can serve different purposes, the same item may have a different code in different units. AR 220–1 governs equipment readiness codes (ERCs). ERCs go on the DA Form 2407, Maintenance Request, and DA Form 2406, Materiel Condition Status Report. ERC A and P apply to primary weapons and equipment. Those are items essential to and used directly in the assigned mission.

Fully mission capable
A status condition where fully operational equipment or systems are safe and correctly configured as designated by the U.S. Army. Equipment is FMC when it can perform all of its combat missions without endangering the lives of crew or operators. The terms ready, available, and full MC are often used to refer to the same status: Equipment is on hand and able to perform its assigned mission(s). The FMC percentage is total available days divided by possible days and multiplied by 100.

Initial operational capability
The first attainment by the MTOE unit of the capability to operate and support effectively in their operational environment, a new, improved, or displaced Army materiel system. In lieu of older items or systems, which due to modernization are being replaced by a new item which is authorized but not yet fielded. In-lieu-of items or systems must have the same characteristics as the authorized item, perform the same function, be supportable, and be deployable if the authorized item or system is not available.
Integrated logistics analysis program
An integrated and iterative process for developing materiel and a support strategy that optimizes functional support, leverages existing resources, and guides the system engineering process to quantify and lower life cycle cost and decrease the logistics footprint (demand for logistics), making the system easier to support.

Line item number
A six-position alphanumeric identification of generic nomenclature pertaining to the line on which the generic nomenclature is listed in the bulletins and in Army equipment authorization documents. Used to categorize class VII items possessing the functional capability express by generic nomenclature. Standard LIN consists of one alpha position followed by five numeric positions. Standard LINs are assigned by AMC and are listed in SB 700–20. Loan equipment that HQDA has directed for temporary use or lease to other Government agencies or nonmilitary facilities.

Maintenance significant item or materiel
An end item, assemblage, COMPO, or system proposed or intended for issue to the Army in the field, for which the maintenance support concept requires the performance of corrective maintenance services on a recurring basis.

Materiel change
An effort to incorporate a hardware or software change to a system or end item in production and/or in the field involving engineering, testing, manufacture, acquisition, and application to improve or enhance its capability to perform its mission, to produce more effectively, or to achieve or better the design-to-cost goal. A materiel change will always be documented by an ECP. Materiel changes have been historically referred to as product improvements, ECPs, modifications, conversions, reconfigurations, or retrofits. Materiel changes are normally engineered and/or produced for a class of end item as opposed to an individual end item. A change to a type classified system’s demonstrated performance can only be accomplished by a materiel change.

Mission capable
The time that a piece of equipment or system is FMC or PMC. MC status data will be the sum of FMC and PMC for purposes of reporting to the Office of the Secretary of Defense.

Mission–essential materiel
Designated materiel authorized to combat, combat support, combat service support, and combat readiness training forces and activities that are required to support approved emergency or war plans, used to destroy the enemy or its capacity to continue war; provide battlefield protection of personnel; communicate under war conditions; detect, locate, or maintain surveillance over the enemy; provide combat transportation and support of people and materiel; support training functions; and is suitable for employment under emergency plans to meet stated purposes.

National maintenance point
An activity established by a commodity manager to facilitate maintenance functions.

Nonavailable days
This term is used in rating equipment’s ability to perform its combat or combat support mission. Nonavailable days are the days the equipment was not able to do its missions. The time is recorded as NMC days.

Not mission capable
A materiel condition indicating that systems and equipment are not capable of performing any of the assigned missions. NMC is divided into NMCM and NMCS. Equipment is NMC when any of the following situations occur:
(1) The equipment has a fault that appears in the “not ready” column of the operator’s PMCS worksheet and/or AR 385–10. When a PMCS has not been published, use the equipment serviceability criteria (ESC) or a similar item PMCS as a guide. Some equipment may not have an ESC or a similar item with a PMCS. For those items, and whenever other faults are considered, the unit commander judges the equipment able or not able to perform its combat mission.
(2) The equipment has an urgent MWO or a limited urgent MWO, which has not been applied within the time stated in the MWO publication. Equipment cannot perform its combat missions because of a supply shortage. An oil analysis recommendation and feedback has been received recommending a maintenance action that causes equipment to be in a not-fully-mission-capable-if status.
(3) A safety-of-use message has been received directing that equipment be placed in a NMC status due to a safety issue.
(4) Equipment at organization or support maintenance for only normal scheduled preventive maintenance services or inspection is FMC. Equipment with faults that do not affect its operational ability, like painting or minor bodywork, is also FMC. But the equipment becomes NMC if a fault is listed in the Not Ready column of the PMCS and/or AR 385–10. Support will tell the owning unit if the equipment should be carried NMC.
(5) Count ground and missile (unless otherwise stated in chap 4 of this regulation) equipment that is NMC at the end of the workday (2400 hours) as NMC for the whole day. Count equipment that is FMC by the end of the workday (2400 hours) as FMC for the whole day, even if it was NMC part of that day. A workday is defined as the time between 0001 hours and 2400 hours on the same calendar date.

**Not mission capable maintenance**
A materiel condition indicating that a system and equipment are not capable of performing any of their assigned missions because of maintenance requirements. NMCM time starts when the equipment has an NMC fault that does not require a repair part and is under the control of an organizational or any other maintenance activity. Do not count time spent on regularly scheduled maintenance services and inspections or minor repairs like painting and bodywork. Equipment is FMC when the support maintenance unit informs the owning unit that the equipment is ready for pickup, even though it is still physically at the support maintenance unit. Count NMCM time until all work on all faults is completed or the lack of a needed repair part stops the work. When the lack of a part is the only reason the equipment cannot be made FMC, NMCS time starts. Unit NMCM covers all time used at the owning unit level for faults involving only maintenance actions. Unit NMCM includes time needed to deliver equipment and wait for acceptance of equipment sent to support maintenance. Unit NMCM ends upon completion of the support acceptance inspection. Support NMCM covers all time at the direct or general support level for faults involving only maintenance actions, inspection, and waiting shop delays. Normal scheduled services and inspections and minor repair work for other than NMC faults are not counted as NMCM time.

**Not mission capable supply**
A materiel condition indicating that a system and equipment are not capable of performing any of their assigned missions because of a maintenance work stoppage due to the need for a repair part or a supply shortage of an authorized subsystem. NMCS time starts when all maintenance work ceases when a required repair part is not available or an authorized subsystem is not issued for a reportable item that is on hand. NMCS covers time spent waiting for repair parts, chassis, assemblies, subassemblies, and COMPOs. NMCS time also includes time waiting for delivery of RX items when an ex-change item is not available. Both NMCS and NMCM time can occur on an item or system on the same day. Count the entire day for the one with the most hours that day. Subsystem NMCS and NMCM or organization and support maintenance NMC time can occur in the same day. When that happens, charge the whole day to the status that has the most number of hours against it. Unit NMCS covers the time equipment is under the control of the owning unit and waiting for parts to repair a NMC fault. Support NMCS covers the time equipment is in the control of the owning unit and waiting for parts to repair a NMC fault.

**Offsite maintenance**
Maintenance authorized to be performed in support of sites by designated maintenance facilities not located with the site.

**On hand**
Equipment that is physically present in a unit or organization.

**Onsite maintenance**
Maintenance authorized to be performed at a site by authorized site personnel.

**Operational readiness float**
A quantity of selected end items or major COMPOs of equipment authorized for stockage at installations and support maintenance activities to extend their capability to respond to the materiel readiness requirements of supported activities. This is accomplished by providing supported activities with serviceable replacements from ORF assets when like items of equipment of supported activities cannot be repaired or modified in time to meet operational requirements.

**Overhaul**
To restore an item to a complete serviceable condition as prescribed by maintenance serviceable standards.

**Pacing items**
Major weapon systems, aircraft, and other items of equipment that are central to an organization’s ability to perform its designed mission. These items are subject to continuous monitoring and management at all levels of command. Pacing items are identified on the unit’s MTOE and/or TDA (see AR 220–1).

**Planning, programming, budgeting, and execution process**
Primary management system used by HQDA to establish and maintain the five-year defense program and the budget. Used to administer the resource allocation process, helps assure Army capabilities needed to accomplish assigned objectives as well as effective use of available resources.
**Possible days**
The number of calendar days an item was on hand and on the property book during the report period. For an item received during the reporting period, count the first day it was on hand as a whole possible day. Do not count the last day an item is on hand and dropped from the property book as a possible day.

**Preventive maintenance checks and services**
Preventive maintenance checks and services are the care, servicing, inspection, detection, and correction of minor faults before these faults cause serious damage, failure, or injury. The procedures and the category of maintenance to perform PMCS are found in equipment technical manuals and lubrication orders.

**Program objective memorandum**
The POM formally transmits to Office of the Secretary of Defense the proposed Army program. It presents intended activities and undertakings and identifies the manpower and total obligation authority needed over the next 5-year period to build and maintain the desired force and provide and operate its sustaining base. The POM describes all aspects of Army programs to maintain and improve the capability of the total Army (RA, ARNG, and USAR).

**Readiness**
The capability of equipment or a unit and/or formation, ship, or weapon system to perform the missions or functions for which it is organized or designed. Reportable item of equipment or a system referenced in the MMDF. Status reports must be submitted in compliance with this regulation when a unit has the item and system both authorized on its MTOE and/or TDA, or on hand and not authorized on its MTOE and/or TDA. Regardless, all equipment is required to be on the unit’s property book. The HQDA criteria for selection of an item of equipment for inclusion in this regulation as a reportable item is as follows:

a. The item must be ERC A or ERC P (pacing) to some Army unit.
b. The item must be supply class 7, 8, or 9 (missile only).
c. The item must have technical manuals published with the operator’s PMCS checklist Not Ready If column, ESC, or similar criteria for determining whether the equipment is capable of performing its full combat mission.
d. The item must have a logistics control code of A, B, F, T, or U listed in SB 700–20.
e. The item must type classified with a standard LIN assigned. (HQDA may designate specific Z LINs reportable if special mission requirements justify doing so.)
f. The item must have an EIC assigned.

**Substitute item**
An item authorized for issue instead of an authorized standard item when the authorized standard item is not available for issue to the unit.

**Subsystem**
A separately authorized item issued or intended to work with other items to form an operational unit. System A combination of equipment end items, assemblies, COMPOs, modules, and/or parts assembled as a single functional unit to perform a task or mission. Even though the items that make up a system are listed separately on the MTOE or TDA, they work together to perform a particular mission or task. Subsystems, in general, give the system:

a. **Mobility.** A truck that pulls a towed howitzer, for example, is a subsystem of that howitzer system.
b. **Weapons.** A separately authorized machine gun mounted on a tank is a “shooting” subsystem. The gun tube on a tank or howitzer is a COMPO of the tank or howitzer. The gun tube is not separately authorized, so it is not a subsystem.
c. **Communications.** A separately authorized radio mounted on a truck is a communications subsystem. A few radios are major items of a system.
d. **External power source.** External power sources are separately authorized generators or power units that power another item. Even though engines provide power, they are COMPOs. Engines are not separately authorized subsystems.
e. **Environment.** An air conditioner, for example, may be a critical subsystem on some communication systems in some climates.

**Sustainability**
The capability to maintain the required level (intensity) and duration (time) of military operations to achieve the planned objectives or outcomes. It represents the balanced capability for all logistics and combat service support (arm, fix, fuel, move, and Soldier support) functions that provide the staying power, overtime, for the supported force. It includes the force structure, prepositioned and war reserve materiel, prescribed loads and operating stocks, and the wholesale sustaining and industrial base which in their totality comprise Army capability to project and reconstitute the Total Army Force.
Total Army analysis
A four-phase force development process conducted by the DCS, G–3/5/7. The process identifies force structure requirements and assesses their affordability in relation to allocated programs.

Unit identification code
A six-character alphanumeric code that uniquely identifies an organization. The DCS, G–3/5/7 issues the UIC.

Workday
A workday is defined as the time between 0001 hours and 2400 hours on the same calendar date.

Section III
Special Abbreviations and Terms
This section contains no entries.