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Maintenance

**AIR FORCE REPAIR ENHANCEMENT
PROGRAM (AFREP)**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 21-1, Managing Aerospace Equipment Maintenance, by providing guidance and procedures to increase wing-level repair capability of aerospace parts and equipment. It describes the initiation, evaluation and implementation of locally-generated maintenance initiatives for base level or base contract repair. Major Commands may supplement this instruction to provide tailored guidance and procedures. Waiver authority for this instruction is HQ USAF/ILMM.

SUMMARY OF REVISIONS

This revision incorporates Interim Change IC 2002-1 TO AFI 21-123. Interim change (IC) 2002-1 revises policy in the 19 Sep 01 edition of AFI 21-123. Major changes include: Submission procedures for Source, Maintenance and Recoverability (SMR) change requests (4.11.); clarification of the quality verification process for contract repairs (5.4.); and definitions of cost savings and avoidance (7.3.). A “|” indicates revised material since the last edition.

| | | |
|----|------------------------------------|----|
| 1. | Program Objectives. | 3 |
| 2. | Program Scope. | 3 |
| 3. | AFREP Requirements. | 3 |
| 4. | Roles and Responsibilities. | 3 |
| 5. | Program Process. | 8 |
| 6. | Deficiency Reporting Process. | 10 |
| 7. | Financial Process. | 10 |
| 8. | Reporting. | 11 |
| 9. | Forms Prescribed: | 11 |

| | |
|---|-----------|
| Attachment 2— AFREP PROCESS FLOW CHART | 18 |
| Attachment 3— DUE-IN PROCESS FLOW CHART | 19 |
| Attachment 4— IC 2002-1 TO AFI 21-123 AIR FORCE REPAIR ENHANCEMENT PROGRAM | 20 |

1. Program Objectives. The Air Force Repair Enhancement Program (AFREP) optimizes Air Force resources by increasing the wing-level repair capability of aerospace parts and equipment. AFREP enables the repair of certain items if the repair of the item is cost effective without risk to mission performance. Items must be considered for repair when warranted by mission requirements. Repair cost/benefit analysis must consider the total costs to the Air Force as outlined in Air Force Technical Order (TO) 00-20-3.

2. Program Scope. AFREP encourages innovation, ingenuity and resourcefulness by allowing organizations to identify consumable items (primarily coded XB3 and XF3) and non-consumable items (XD2) for base level or contract repair. Any unit repair of XB3 items will be accomplished under the AFREP. Any repair of XF3 items that are not currently authorized for repair, or beyond the capability of the work center, will be an AFREP repair initiative. Further, any XD2 item that is approved for unit level repair in accordance with (IAW) TO 00-25-195 will be accomplished under the AFREP. Program participation can come from any wing and base activity, including other wing functional groups. The AFREP is not intended to replace any formal repair process but to enhance localized repair capability.

3. AFREP Requirements.

3.1. Make every effort to establish repair of expendables without creating an excess in the Standard Base Supply System (SBSS). Once local repair of an expendable item is authorized, change the Expendability, Reparability, Recoverability Category (ERRC) code (IAW AFM 23-110, Vol II, Part 2, chapter 27) locally from XB to XF if item is reoccurring and supported by supply demand data. Refer to Chapter 5, Program Process.

3.2. Do not duplicate procurement by establishing backorders to commercial vendors. Defense Reutilization Marketing Office (DRMO) requirements will be requisitioned in coordination with base supply and processed into the AFREP account to verify serviceability before returning to supply. Refer to Chapter 5, Program Process.

3.3. Review stock levels in base supply, past consumption data and cross-tell correspondence to proactively alleviate anticipated shortages. However, assets on-hand in base supply must be used before those obtained from AFREP or other alternate sources. Refer to Chapter 5, Program Process.

3.4. Ensure items repaired under contract are inspected/tested by the base or contractor organization. All repairs must be in accordance with technical data, per the specific procedures outlined in Chapter 5, Program Process.

3.5. Closely monitor AFREP Operating Costs. AFREP Operating Costs include the following: manpower (positions previously authorized and funded for AFREP), technician training, TDY, equipment, equipment upgrades, tools, repair parts, software, contract repair, administration supplies, etc. Review all operating costs to ensure they are for mission-related expenses. Also, AFREP credits must be closely managed and applied only to mission-related requirements. Refer to Chapter 7, Financial Process.

4. Roles and Responsibilities.

4.1. HQ USAF/ILM:

4.1.1. Establishes policy and oversees management of the AFREP.

4.1.2. Designates the HQ USAF AFREP Program Manager.

4.2. HQ USAF AFREP Program Manager:

- 4.2.1. Administers/manages the AFREP for Air Staff/ILM.
- 4.2.2. Develops, reviews and coordinates AFREP policy, including this AFI. Reviews this AFI annually with MAJCOMs and other agencies.
- 4.2.3. Organizes and chairs AFREP Conference at least annually.
- 4.2.4. Designates an OPR to establish and maintain a centralized AFREP Web Site which includes:
 - 4.2.4.1. Repair initiatives and items repaired by unit, weapons system, stock number, etc.
 - 4.2.4.2. Links to programs (e.g., Diminishing Manufacturing Sources and Materiel Shortages, Government Industry Data Exchange Program) to locate alternate repair sources and certified vendors.
 - 4.2.4.3. Links to points-of-contact (e.g., item managers) for national stock numbers.
- 4.2.5. Maintains and distributes list and email group of MAJCOM AFREP Program Manager(s) (POCs). May include representatives from other agencies (e.g., DLA or ALCs) on this list.
- 4.2.6. Tracks, consolidates and reports metrics data from MAJCOMs. Evaluates data against program objectives and proposes changes in policy or responsibility, as necessary. Refer to Chapter 8, Reporting.

4.3. MAJCOM:

- 4.3.1. Determines whether or not to participate in AFREP. Notifies Air Staff (AF/ILM) if determines not to participate in AFREP.
- 4.3.2. Ensures compliance with established directives.
- 4.3.3. Approves and issues MAJCOM supplement to this AFI, as required.
- 4.3.4. Designates MAJCOM AFREP Program Manager(s). HQ AFMC also designates the USAF Gold Disc Program Manager.

4.4. MAJCOM AFREP Manager:

- 4.4.1. Develops and coordinates policy/guidance for participating units.
- 4.4.2. Maintains, updates and distributes list of Wing/Unit AFREP Managers.
- 4.4.3. Reviews and recommends approval/disapproval of item repair process requests (e.g., AFTO Form 135) and forwards to Single Manager organization responsible for the item to be repaired. MAJCOMs may delegate this authority IAW TO 00-25-195.
- 4.4.4. Provides direction to participating units based on the process described in this AFI.
- 4.4.5. Collects data and reports to HQ USAF AFREP Program Manager. Refer to Chapter 8, Reporting.
- 4.4.6. Provides AFREP Web Site Manager with program initiatives for AFREP database. This data will include: MDS, NSN, Part Number, MAJCOM, Base and POC (with phone number).
- 4.4.7. Coordinates with Defense Logistics Agency (DLA), Air Logistics Centers (ALCs), Product Centers and other agencies as required.

4.4.8. Coordinates with MAJCOM SMAG Manager on all policies and procedures affecting stock fund.

4.5. AF Gold Disc Program Manager:

4.5.1. Manages Memorandum of Agreement with U.S. Navy Gold Disc Program Office (NUWC).

4.5.1.1. Includes managing all financial aspects of this agreement.

4.5.2. Ensures Gold Disc Development Database and Web Site are kept current and available to participating units. This database includes Gold Discs and Silver Discs.

4.5.3. Updates MAJCOMs/Units on all new developments with the Gold Disc Program. Serves as liaison for the Air Force, as the Navy is the primary manager for the Gold Disc Program.

4.5.4. Provides guidance for Circuit Card Repair (CCR) equipment and training related to the Gold Disc program.

4.5.5. Ensures there is an avenue for Gold/Silver Disc verification and validation.

4.6. Single Manager (SM) Organization:

4.6.1. Evaluates and approves/disapproves item repair process requests (e.g. AFTO Form 135) IAW TO 00-25-195.

4.6.1.1. Approves contract source of repair when Source Maintenance Recoverability (SMR) code does not authorize repair. This approval includes technical data used to perform repair, to include first article requirements and acceptance criteria.

4.6.2. Ensures that SMR code and technical orders are updated, excluding individual base waivers.

4.6.3. Maintains and distributes list of single managers, items managers and equipment specialists assigned to manage specific national stock numbers.

4.7. Wing/Unit:

4.7.1. Participates in AFREP based on MAJCOM guidance.

4.7.1.1. Designates AFREP Manager.

4.7.1.2. Provides resources for program to ensure compliance with this AFI.

4.8. Wing/Unit AFREP Manager. The Wing/Unit AFREP Manager has wide-ranging responsibilities for the success of the program. Depending on the local AFREP office, the AFREP Manager may also fulfill the duties of Supply Liaison, Contracting Officer Technical Representative (COTR) or Technician. The key responsibilities are outlined below:

4.8.1. Implements repair process described in this AFI.

4.8.2. Serves as the POC for all AFREP initiatives, including CCR.

4.8.2.1. Locates and assigns who can best evaluate the initiative.

4.8.2.2. After a thorough evaluation by the evaluator or evaluation team, submits AFREP initiative package to applicable approving authority.

- 4.8.3. Establishes appropriate Project Fund Management Record (PFMR) account(s) for financial accountability.
 - 4.8.4. Oversees management of all AFREP tracking records.
 - 4.8.4.1. Tracks status of AFREP initiatives through completion. Tracking may be accomplished in partnership with Quality Assurance (QA), using their expertise and programs.
 - 4.8.5. Assists technicians by interfacing with Single Manager Organizations, Base Supply and Transportation, Quality Assurance and other agencies.
 - 4.8.6. Accumulates and forwards data requested by MAJCOM concerning AFREP program.
 - 4.8.7. For repairs not currently authorized per the SMR code, ensures formal repair authorization is granted by the Single Manager Organization prior to implementing the proposal/initiative.
 - 4.8.8. Ensures subsequent repair of assets does not create excess within the Standard Base Supply System (SBSS).
 - 4.8.9. Attends Intermediate Repair Enhancement Program (IREP) meetings.
 - 4.8.10. Promotes AFREP and advertises local and alternate source repair capability to potential base customers.
 - 4.8.11. Ensures contract repairs are completed according to technical data to meet or exceed military specifications. Ensure companies are registered with the Central Contracting Register (<http://www.ccr.gov>) and make facilities/products available for inspection by a Government Inspector (e.g., Defense Contract Management Agency).
 - 4.8.12. Maintains all AFREP records, including AFTO Forms 135, Initiatives, Statements, Supply Documents and Metrics.
 - 4.8.13. Ensures individuals assigned to AFREP obtain a minimum of a five-skill level, unless waived by the MAJCOM.
 - 4.8.14. Submits and monitors Deficiency Reports. Refer to Chapter 6, Deficiency Reporting Process, and TO 00-35D-54, Air Force Deficiency Reporting and Investigation System.
 - 4.8.15. Requests and reviews AWP lists from maintenance activities to determine if the AFREP office can repair any of the AWP items.
 - 4.8.16. Ensures the duties of the Supply Liaison, Technician, COTR and/or CCR Repair Technician are fulfilled consistent with program objectives. These duties are described in the following paragraphs.
- 4.9. Wing/Unit Supply Liaison:
- 4.9.1. Processes all assets to and from the AFREP program.
 - 4.9.1.1. Ensures appropriate Transaction Identification Codes (TRIC) are assigned.
 - 4.9.2. Ensures a SBSS demand level requirement exists for approved initiatives prior to repairing consumable items.
 - 4.9.3. Sends items to the appropriate work center for evaluation/repair.

- 4.9.4. Assists work centers in obtaining required technical data, equipment or parts to support the evaluation process. NOTE: Depot-level TOs may be requisitioned and used to develop local repair procedures. These repair procedures must be approved by the Single Manager Organization.
 - 4.9.5. Ensures all Due In From Maintenance (DIFM) and tracking requirements are maintained.
 - 4.9.6. Monitors status of items sent to alternate repair sources.
 - 4.9.7. Recommends process improvements to the Wing/Unit and/or MAJCOM AFREP Manager.
 - 4.9.8. Ensures alternate repair source identification and contract number (if available) is displayed on serviceability tags and/or marked on the asset when returned by the alternate repair source prior to use or supply turn in.
 - 4.9.9. Provides the AFREP manager with information concerning SBSS valid requirements and AFREP item repair status.
 - 4.9.10. Screens asset availability through DRMO IAW AFM 23-110, Vol II, Part 2, Chap 9.
- 4.10. AFREP Technician:
- 4.10.1. Evaluates potential AFREP initiatives and determines if repair of item is feasible.
 - 4.10.2. Prepares an AFREP tracking record for each initiative, assigns an AFREP control number and tracking folder and/or data base. This tracking folder and/or database will include all information associated with the AFREP repair process.
 - 4.10.3. Sends items to appropriate repair shop for evaluation if repairs exceed technician capability.
 - 4.10.4. Reevaluates the initiative after repair to determine the cost effectiveness of the repair compared to the original evaluation.
 - 4.10.4.1. Notifies AFREP Manager of recommendation to continue/discontinue repair.
- 4.11. Contracting Officer Technical Representative (COTR). The COTR works with the local contracting office to ensure contract administration procedures are closely followed for all AFREP contract actions. This position may be filled by AFREP personnel (e.g., Wing AFREP Manager), Quality Assurance or designee.
- 4.11.1. Explores off-base sources if no on-base repair capability exists.
 - 4.11.2. Works with local contracting office to establish contracts using approved procedures (i.e., purchase orders or other applicable method).
 - 4.11.2.1. Ensure companies contracted for repairs are registered with the Central Contracting Register (<http://www.ccr.gov>). Contractors must provide access to a certified Government Inspector to inspect all parts and verify the company is complying with quality requirements.
 - 4.11.2.2. Ensures contractor identification is on serviceability tags prior to return of items from off-base repair sources.
 - 4.11.2.3. Repair contracts may stipulate that the contractor will supply warranty repair information to the initiating AFREP Office for deficiency tracking purposes.
 - 4.11.2.4. Establish contractual arrangements for all recurring purchases/services.

4.11.3. Inspects/tests contract repair items IAW technical data through the AFREP office or base maintenance organization. The COTR may accept written documentation from the contractor indicating the inspection/test was completed IAW technical data.

4.11.4. Evaluates and/or processes the AFTO Form 135.

4.11.4.1. Maintains a file copy of each AFTO Form 135.

4.11.4.2. Forwards the completed SMR change request through the Product Improvement Office for processing to the MAJCOMs.

4.11.4.3. Track AFTO Form 135s to ensure they are completed in a timely manner and follow-up on overdue submissions, as needed.

4.11.4.4. Delete.

4.11.5. Meets qualifications and training requirements established by local contracting office. This training should include an overview of local contracting procedures (e.g., "Phase I"), provided by the Quality Assurance Program Coordinator (QAPC).

4.12. Circuit Card Repair (CCR) Technician:

4.12.1. Completes standardized "Huntron" (or equivalent) users development training course.

4.12.2. Completes Gold Disc development training course.

4.12.3. Maintains soldering certification to Miniature/Micro-miniature (2M) or Depot standards of electronic re-work.

4.12.4. Utilizes standard CCR equipment (AS 783 part F) and develops Gold and Silver Disc CCR candidates.

5. Program Process.

5.1. Initiative Submission. Anyone may submit an initiative. Typically, a maintenance technician starts the process by questioning the rationale for discarding, condemning or returning an item as Not Repairable This Station (NRTS). Sources of ideas may include IREP meetings, DRMO visits, waste-busters, the AFREP website master database or personal observations of the work environment. Initiatives will be forwarded to the AFREP office for evaluation.

5.2. Initiative Evaluation. The most qualified person at base-level will evaluate the initiative. The evaluator should reference the AFREP Web Site master database to prevent duplication of prior initiative submissions and verify authorized level of repair via SMR codes. Perform the evaluation to determine the feasibility of repair. Repair will be based on local supply consumption data, mission requirements, worldwide asset availability and cost/benefit analysis. Assess on-base repair capability, including the availability of technical data, repair parts, tools, test equipment and training. If the part is repairable and the SMR code authorized repair, units may proceed with the repair. If no on-base capability exists, qualified and approved government or contractor repair sources will be used to provide parts and services. If the SMR code prohibits repair, a SMR code change request will be submitted if the evaluation determines the part can be repaired. If the SMR code change request is approved, the repair may be completed at the shop level or through an approved contractor repair facility.

5.2.1. Establish a tracking system which includes: Initiative Control Number, Supply Document Number, NSN, Part Number, Supply Inquiry (consumption data), Cost/Benefit Analysis, Mission

Impact Statement, brief description of discrepancy, parts replaced/repared and repair procedures (tech data or locally developed). Tracking system must also include information concerning safety of flight items. Also include any other pertinent information in the tracking system. If repair will be contracted, the tracking system will also include DD Form 1149, payment procedures (e.g., AF Form 9 or Government Purchase Card), justification/approval for contractor repair and any additional contract documentation (i.e., warranty, statement of work, FAA certification, etc).

5.3. Approval Process. The approval process only pertains to new initiatives. Initiate the approval process by submitting an AFTO Form 135, Source Maintenance and Recoverability (SMR) Code Change Request. Initiatives will then be routed to the appropriate level for approval. For base repairables, initiatives are approved locally, using general technical order guidance. For all other items, the appropriate Single Manager Organization is the approval authority. Route AFTO Form 135 IAW applicable guidance. Provide sufficient detail to give the approval authority a clear sense of the initiative, attaching local forms, drawings and video tapes, as appropriate. If the initiative is disapproved, process rebuttal IAW TO 00-25-195, para 4-5.

5.4. Level of Repair.

5.4.1. Base Level Repair. Units must ensure AFTO Form 350 is completed and attached to item by the owning work center. Route item to appropriate repair location and repair item IAW applicable technical data, to include end system inspection/functional test. All items (including serviceable tag) will be identified as an AFREP repaired asset with a stamp, decal or sticker. This identification must include the repair location, office symbol, phone number and date. When repaired or condemned, item will be processed through normal supply channels.

5.4.2. Contractor Repair. All repairs must be completed according to technical data. Contractors must be registered through the Central Contracting Register (<http://www.ccr.gov>). The unit should coordinate shipment to and from the contractor. The local transportation office will assign a Transportation Control Number to the DD Form 1149, Requisition and Invoice Shipping Document, which will accompany the asset. The contractor will acknowledge receipt. Following repair, the contractor will inspect/test the item. A record of the repair and test results will be provided to the AFREP office and made available for the Government Inspector (e.g., Defense Contract Management Agency). If documentation is not provided, the AFREP office or base maintenance organization must inspect/test the item. A quality verification may also be performed on the first article to ensure compliance with the established test criteria and serviceability. All AFREP items will be clearly identified with a tag, stamp, decal or other means. This identification will include repair location, office symbol, phone number and date. When repaired or condemned, the item will be processed through normal supply channels.

5.5. Supply Process.

5.5.1. Arrange, coordinate and store AFREP candidates and/or approved initiatives as required.

5.5.2. Upon approval of AFREP initiative, assign the AFREP "Exception Code" per the applicable MAJCOM. This code is assigned by MAJCOMs to applicable NSNs IAW AFM 23-110, Vol II, Part 2, Chapter 11, Attachment 11A-9.

5.5.3. Submit a request to locally assign ERRC for recurring initiatives that have a demand level established (XB3 to XF3 only).

- 5.5.4. Update the Repair Cycle record (TRIC FRR1) to identify the AFREP office as the repair facility.
- 5.5.5. All XD/XF assets will be picked-up on the organizational supply account for the AFREP office. This will be reflected on the D23, Repair Cycle Asset Management List.
- 5.5.6. Assign DIFM status to AFREP assets repaired IAW AFMAN 23-110, Vol II, Part Two, Chap 24. NOTE: XF/XD AFREP repair actions will be tracked under DIFM control.
- 5.5.7. An unserviceable XF3 asset turned in with a DIFM detail that is identified as an AFREP repairable item will be placed in the designated repair cycle support holding area. If the AFREP manager determines they can repair the asset, process a TIN using TEX code "1" to clear the original DIFM detail and prevent shipment to DRMO.
- 5.5.8. Check due-in status prior to turn-in. Refer to Due-In Process Flow Chart if due-in status affects turn-in.
- 5.5.9. Turn-in (TIN) actions will be processed as appropriate.
- 5.5.9.1. Serviceable assets will be turned in for credit under appropriate AFREP organization and shop code IAW AFM 23-110.
 - 5.5.9.2. Unserviceable assets will be turned in under appropriate AFREP organization and shop code.
 - 5.5.9.3. Credit for turned-in assets is determined under program control. Credit policy is provided in AFMAN 23-110, Volume 2, Part 2, Chapter 13, Attachment 13A-4, Standard Base Supply Credit Policies. NOTE: Forced credit is only authorized through coordination with the appropriate SMAG Manager.
- 5.5.10. Review supply reports (D04, D11 or D23) and local management products (QLPs, Surge listings or ASNUDs) to ensure the AFREP account is current and new initiatives are not overlooked. Request others as needed.
- 5.5.10.1. Approved AFREP initiative transactions within the SBSS can be reconciled against existing unit requirements.
 - 5.5.10.2. AFREP serviceable XB3 assets will be kept in stock IAW AFM 23-110, Vol II, Part 2, Chap 13, Para 22.
- 5.5.11. Prepare and process DRMO withdrawals IAW prescribed directives and instructions.

6. Deficiency Reporting Process. Refer to TO 00-35D-54, Air Force Deficiency Reporting and Investigating System, to identify, report and resolve deficiencies on items repaired under AFREP. This ensures problems are formally communicated for resolution. Deficiency Reports (DR) are created and submitted using the SF 368, Product Quality Deficiency Report, or equivalent worksheet and submitted to the appropriate INFOCEN/ASE database by approved automated means. The AFREP office that initiated the repair (i.e., "action point") will perform the investigation. The action point will assign as "support point" the activity that repaired, overhauled or manufactured the item. The screening point/action point updates the database with additional information. Refer to 00-35D-54 for DR processing and resolution procedures.

7. Financial Process. AFREP costs, funding and credits must be carefully managed consistent with guidance in this instruction and financial guidelines. Operating costs must be closely monitored and

directly attributable to the local AFREP office. In addition, credits must be applied to mission-related requirements and managed as follows:

7.1. Wings/Units will establish at least one PFMR account, with the appropriate financial sub-accounts, to capture AFREP credits. Credits earned through the repair of XD2 (flying hour) assets are retained in a PFMR “fly” account. Credits earned through the repair of XB3/XF3 (expendable) items may be retained in a PFMR “non-fly” account.

7.2. All AFREP credits (minus AFREP Operating Costs) generated by the repair of an item will be captured within the AFREP PFMR(s). These AFREP credits are to be retained by the Wing/Unit. Credits generated by the repair of XD2 (flying hour) assets must be used for flying hour-related requirements. Credits generated by the repair of XB3/XF3 (expendable) items may be used for flying hour or other mission-related requirements.

7.3. Cost savings or “credits” are earned when a repaired item is turned into supply and a credit is captured in the AFREP PFMR account. In contrast, “cost avoidance” refers to items repaired and returned either using a maintenance to maintenance or supply transaction with no credit captured in the AFREP PFMR account. AFREP offices will track all savings and avoidance repair actions.

8. Reporting. The HQ USAF, MAJCOM and Wing/Unit Program Managers will track, monitor and report metrics data to evaluate and improve the program. MAJCOM AFREP Managers will consolidate Wing/Unit AFREP data quarterly and report to the HQ USAF Program Manager. This data should be forwarded NLT the 15th of the month following each quarter, using the format provided on the AFREP Web Page. The HQ USAF Program Manager will provide a spreadsheet format to assist Units/Wings/MAJCOMs in tracking/reporting program data. As a minimum, the format will include the following for each AFREP unit:

- 8.1. Total items processed, repaired on-base and repaired via contract
- 8.2. Total number of MICAPS complete (satisfied) with AFREP-repaired item
- 8.3. Total initiatives (AFTO Form 135) submitted and approved
- 8.4. Total Cost Savings.
- 8.5. Total Cost Avoidance.

9. Forms Prescribed:

AF Form 9, *Request for Purchase*

AFTO Form 22, *Technical Order Improvement Report and Reply*

AFTO Form 135, *Source, Maintenance, and Recoverability Code Change Report*

AFTO Form 350, *Repairable Item Processing Tag*

DD Form 1149, *Requisition and Invoice Shipping Document*

SF 368, *Product Quality Deficiency Report*

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Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 21-101, Maintenance Management of Aircraft
AFI 33-360V1, Publications Management Program
AFI 63-111, Contract Support for Systems and Equipment
AFI 63-124, Performance-Based Service Contracts (PBSC)
AFI 63-1201, Assurance Of Operational Safety, Suitability, & Effectiveness
AFMAN 23-110, USAF Supply Manual
AFMAN 37-139, Record Disposition Schedule
AFPD 20-3, Air Force Weapon System Repairable Asset Management
AFPD 21-1, Managing Aerospace Equipment Maintenance
AFPD 63-12, Assurance Of Operational Safety, Suitability, & Effectiveness
AFPD 90-1, Policy Formulation
TO 00-20-3, Maintenance Processing of Repairable Property and Repair Cycle Asset Control System
TO 00-25-195, AF T.O. SMR Coding of Air Force Weapons, Systems, and Equipment
TO 00-35D-54, Air Force Deficiency Reporting and Investigation System

Abbreviations and Acronyms

AFB—Air Force Base
AFREP—Air Force Repair Enhancement Program
ALC—Air Logistics Center
ASE—Application Support Equipment
ASNUD—Automated Stock Number User Directory
AWP—Awaiting Parts
BRT—Base Repair Time
CCA—Circuit Card Assembly
CCR—Circuit Card Repair
CIC—Customer or Controlled Identification Code
CND—Cannot Duplicate
COTR—Contracting Officer Technical Representative
DCMA—Defense Contract Management Agency

DCS—Deputy Chief of Staff
DIFM—Due-In From Maintenance
DLA—Defense Logistics Agency
DLR—Depot Level Repairable
DRMO—Defense Reutilization Marketing Office
EM—Electronic Module
ERRC—Expendability, Recoverability, Repairability, Category (Code)
ES—Equipment Specialist
GPC—Government Purchase Card
HQ—Headquarters
IAW—In Accordance With
IEX—Issue Exception (Code)
INFOCEN—Information Central
IM—Item Manager
IREP—Intermediate Repair Enhancement Program
LRU—Line Replaceable Unit
MAJCOM—Major Command
MDR—Materiel Deficiency Report
MDS—Mission, Design, Series
MICAP—Mission Capability (Part Missing From Aircraft)
MRO—Materiel Release Order
MTTR—Mean Time To Repair
NMCM—Not Mission Capable Maintenance
NMCS—Not Mission Capable Supply
NRTS—Not Repairable This Station
NSN—National Stock Number
O&ST—Order and Shipping Time
OCCR—Organization Cost Center Record
OPR—Office of Primary Responsibility
PBR—Percent Base Repair
PFMR—Project Fund Management Record
POC—Point Of Contact

QA—Quality Assurance
QAPC—Quality Assurance Program Coordinator
QLP—Query Language Processor
REMIS—Reliability and Maintainability Information System
REX—Requisition Exception (Code)
RDO—Redistribution Order
RR—Remove, Replace
RRR—Remove, Repair, Replace
RTS—Repairable This Station
SBSS—Standard Base Supply System
SM—System or Single Manager
SMAG—Supply Management Activity Group
SMR—Source, Maintenance, Recoverability (Code)
SN—Stock Number
SNUD—Stock Number User Directory
SPD—System Program Director
SPM—System Program Manager
SRU—Shop Replaceable Unit
TEX—Transaction Exception (Code)
TIN—Turn-In
TNMCM—Total Not Mission Capable Maintenance
TNMCS—Total Not Mission Capable Supply
TO—Technical Order
TRIC—Transaction Identification Code

Terms

Air Force Repair Enhancement Program (AFREP)—Formerly known as the Air Force “Gold” Program, AFREP identifies consumable and non-consumable items for base level or contract repair. AFREP optimizes Air Force resources by increasing the wing-level repair capability of aerospace parts and equipment.

Awaiting Parts (AWP)—The condition or status of an item (equipment) needing additional part(s) to repair it or make it serviceable for use. Also sometimes used to describe the elapsed time a repairable item spends awaiting parts while in the repair cycle.

Consumable Items—Also known as “Consumption” or “Expendable” Items designated XB3. Items which are consumed in use or which lose their original identity during periods of use by incorporation into

or attachments upon another assembly. Issued on an as required basis and consist of such supplies as maintenance parts or office supplies.

Contracting Officer Technical Representative (COTR)—Individual trained to prepare, track and/or evaluate contract repair actions. This individual works closely with the local base contracting organization and may be assigned to the AFREP office or Quality Assurance.

Cost Avoidance—Recorded value for a local AFREP repair. A part is needed on an aircraft and AFREP determines that a repair will return the asset to service in less time and cost than procuring a new item. The part is repaired locally, returned to the aircraft, and a cost avoidance is realized.

Cost Savings—Credited value for an item repaired by AFREP. Repaired item is turned-in to SBSS for credit, minus repair expenses. Cost savings are recorded as credits in the appropriate PFMR account.

Demand Level—A term used to identify a requirement for stocks based upon demands.

Expendability, Recoverability, Reparability, Category (ERRC)—Code A single digit or three-digit supply oriented code used to classify AF items of supply into various management groupings. These groupings determine the type of management used throughout the logistics cycle, designate the process to be used in computing requirements and are used in the collection and reporting of asset and usage data. Examples of ERRC codes include “N” (Designator: XB3) and “T” (Designator: XD2).

Gold Disc—A diagnostic troubleshooting routine used to isolate faulty components on a CCA or EM. It includes four logistics tools: Assembly drawing, Schematics, Logistics Data for the Circuit Card under test and three merged Analog Diagnostic Signature Database.

Government Purchase Card—Government-wide commercial purchase card, similar in nature to a commercial credit card, issued to authorized agency personnel to use to acquire and to pay for supplies and services. Formerly known as “IMPAC” card.

Initiative—An idea or proposal to repair an item that is not currently repaired or beyond the capability of the work center. An AFREP initiative is staffed through the applicable Wing, MAJCOM and/or Single Manager Organization. The staff package includes an AFTO Form 135 (or AFTO Form 22), Technical Order references and/or a DCMA Statement of Qualification.

Intermediate Repair Enhancement Program—A forum for wing senior leadership to evaluate current aircraft weapons systems resource and support status, highlight specific problem areas, focus on local repair initiatives to include AFREP processes, and discuss ways to improve the overall repair cycle process.

Non-Consumable Item—Also referred to as a “Non-expendable or Equipment” item. Durable items that are capable of continuing or repetitive use by an individual or organization.

Operating Costs—Costs or expenses to administer a given program. AFREP operating costs are closely controlled to ensure they are for mission-related requirements. These operating costs include manpower, training, equipment, tools, parts, contract repair, software and administrative supplies.

Order and Shipping Time (O&ST)—The time interval (days) between the initiation of stock replenishment action by a specific activity and the receipt of the materiel by the base or specific activity.

Project Fund Management Record (PFMR)—A customer fund control record that provides for monitoring and control over each responsibility center manager’s financial plan programmed for purchase of expensed materiel by cost center managers. The PFMR is a control record for one or more organization

cost center records (OCCR). The OCCR to PFMR system relationship is similar to that between a cost center and a responsibility center.

Redistribution Order (RDO)—An order issued by a responsible materiel manager upon an accountable supply distribution activity within the supply distribution complex directing release of materiel to another supply distribution activity within the same supply complex. An RDO may be used to direct release and shipment of materiel from one accountable unit to another to satisfy a specific demand.

Repairable—Unserviceable items that can be economically repaired and restored to a serviceable condition.

Silver Disc—A diagnostic troubleshooting routine used to isolate faulty components on a CCA or EM. It includes two logistics tools: Assembly Drawing and an Analog Diagnostic Signature Database.

Single Manager Organization—A Single Manager refers to a System Program Director (SPD) or Product Group Manager (PGM). The “Single Manager Organization” also includes Item Managers (IM), Equipment Specialists (ES) and other personnel to support weapon systems and components.

Source, Maintenance, Recoverability (SMR) Code—A code assigned to parts/assemblies that provides maintenance activities with repair level responsibilities, support method (i.e., procure, manufacture, etc.) and disposition instructions. The SMR codes are also input into the supply and maintenance automated data system. The assignment of a SMR code reflects the operational requirements of an item and present and programmed capabilities of maintenance organizations supporting the end item.

Standard Base Supply System (SBSS)—An accounting system consisting of standardized computer equipment, programs, procedures and supply policy. This system provides base activities with their supply needs and employs an account for items, supplies, equipment, etc.

Supply Reports—There are many examples of “Supply Reports” used to record supply transactions. The Daily Document Register (D04) provides a means for organizations to review all document numbers processed during the day by the SBSS. The PFMR and Organization Cost Center Record Update and Reconciliation (D11) shows the current status and internal balance of the PFMR by supplies and equipment.

Technical Order (TO)—An AF publication that gives specific technical directives and information on inspection, storage, operation, modification, and maintenance of given AF items and equipment.

Transaction Exception (TEX) Code—A supply code (single digit) assigned as a record of a supply transaction. TEX code “D” is assigned to issue documents to free issue SMAG inventory in stock, causing the issue to process without charge to the customer. TEX code “A” is assigned under program control by the DOR program, indicating the transaction was a free issue of an unfunded or unobligated due-out.

Transaction Identification Code (TRIC)—A code that identifies the transactions processed against a customer’s organization code. For example, “DOR” indicates Due-out Release.

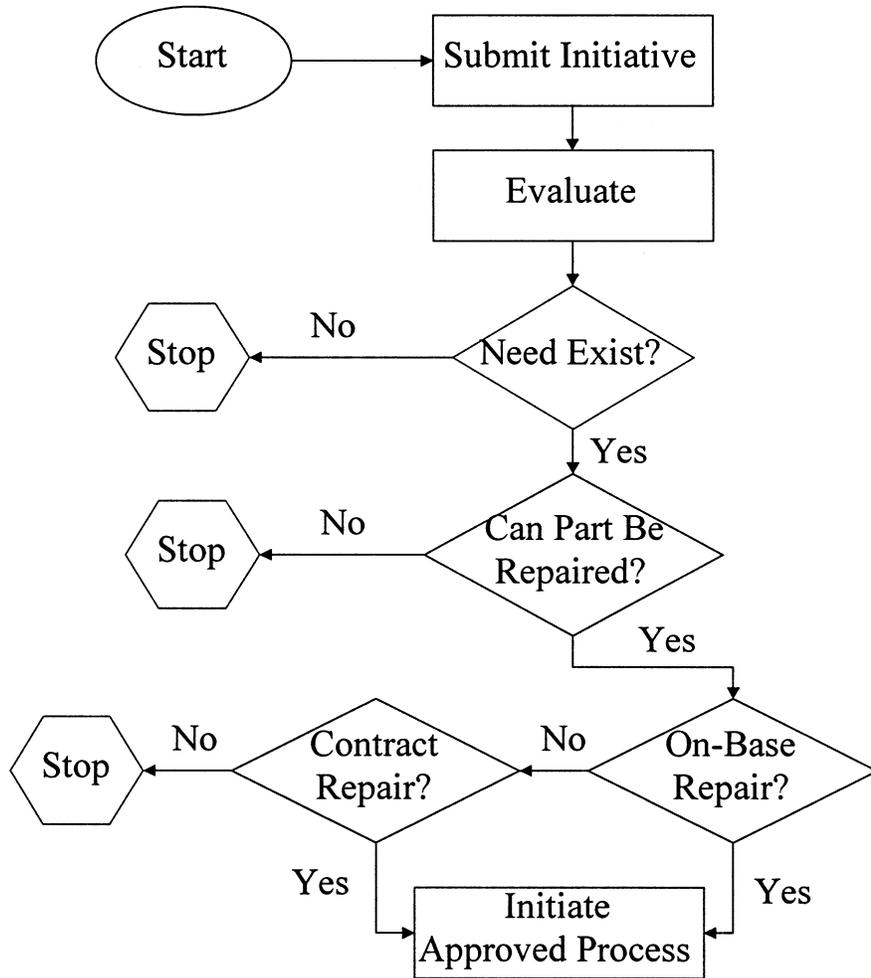
XB3—An ERRC designator (Code “N”) for an item that is expendable, but normally not repairable and condemned or disposed of at base (user) level.

XD2—An ERRC designator (Code “T”) for an item that is expendable, repairable and condemned or disposed of at depot level.

XF3—An ERRC designator (Code “P”) for an item that is expendable, repairable and normally condemned or disposed of at intermediate level.

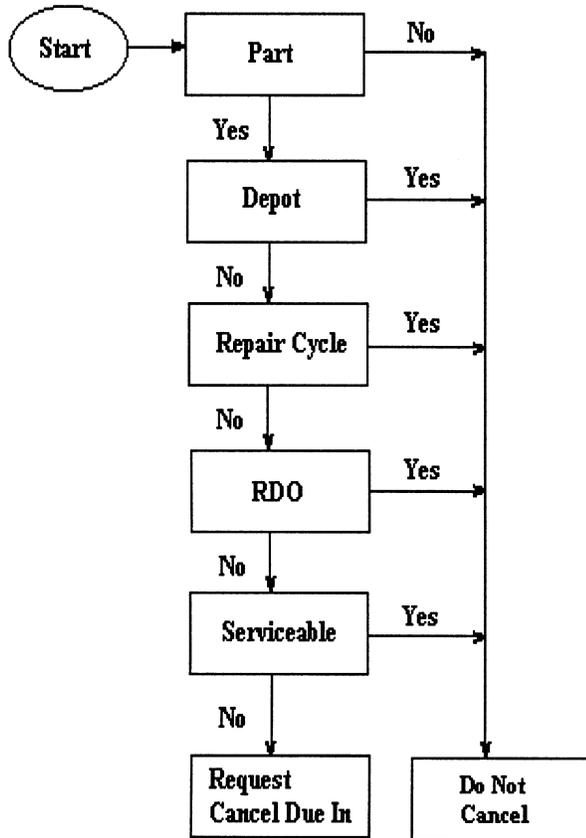
Attachment 2

AFREP PROCESS FLOW CHART



Attachment 3

DUE-IN PROCESS FLOW CHART



Part

- Is the due-in 60 days or more with a requisition transaction status code of BB, BC, BE, BZ or BV ?

Depot

- Are serviceable parts on hand at Depot?

Repair Cycle

- Are parts in a back shop repair cycle?

Redistribution Order (RDO)

- Has Item Manager placed a redistribution order?

Serviceable

- Any serviceable parts available worldwide?

Request Cancel Due-In

- All requests to cancel Due-In parts should be routed through stock control. Stock control will then process an AE1 customer cancellation.

Cancel

- Parts are available and should only be considered if mission requirements dictate on a case-by-case basis.

Attachment 4**IC 2002-1 TO AFI 21-123 AIR FORCE REPAIR ENHANCEMENT PROGRAM****3 October 2002****SUMMARY OF REVISIONS**

This revision incorporates Interim Change IC 2002-1 TO AFI 21-123. Interim change (IC) 2002-1 revises policy in the 19 Sep 01 edition of AFI 21-123. Major changes include: Submission procedures for Source, Maintenance and Recoverability (SMR) change requests (4.11.); clarification of the quality verification process for contract repairs (5.4.); and definitions of cost savings and avoidance (7.3.). A “|” indicates revised material since the last edition.

3.4. Ensure items repaired under contract are inspected/tested by the base or contractor organization. All repairs must be in accordance with technical data, per the specific procedures outlined in Chapter 5, Program Process.

4.2.4.2. Links to programs (e.g., Diminishing Manufacturing Sources and Materiel Shortages, Government Industry Data Exchange Program) to locate alternate repair sources and certified vendors.

4.2.4.3. Links to points-of-contact (e.g., item managers) for national stock numbers.

4.6.3. Maintains and distributes list of single managers, items managers and equipment specialists assigned to manage specific national stock numbers.

4.8.11. Ensures contract repairs are completed according to technical data to meet or exceed military specifications. Ensure companies are registered with the Central Contracting Register (<http://www.ccr.gov>) and make facilities/products available for inspection by a Government Inspector (e.g., Defense Contract Management Agency).

4.11.2.1. Ensure companies contracted for repairs are registered with the Central Contracting Register (<http://www.ccr.gov>). Contractors must provide access to a certified Government Inspector to inspect all parts and verify the company is complying with quality requirements.

4.11.2.4. Establish contractual arrangements for all recurring purchases/services.

4.11.4.2. Forwards the completed SMR change request through the Product Improvement Office for processing to the MAJCOMs.

4.11.4.3. Track AFTO Form 135s to ensure they are completed in a timely manner and follow-up on overdue submissions, as needed.

4.11.4.4. Delete.

5.2. Initiative Evaluation. The most qualified person at base-level will evaluate the initiative. The evaluator should reference the AFREP Web Site master database to prevent duplication of prior initiative submissions and verify authorized level of repair via SMR codes. Perform the evaluation to determine the feasibility of repair. Repair will be based on local supply consumption data, mission requirements, worldwide asset availability and cost/benefit analysis. Assess on-base repair capability, including the availabil-

ity of technical data, repair parts, tools, test equipment and training. If the part is repairable and the SMR code authorized repair, units may proceed with the repair. If no on-base capability exists, qualified and approved government or contractor repair sources will be used to provide parts and services. If the SMR code prohibits repair, a SMR code change request will be submitted if the evaluation determines the part can be repaired. If the SMR code change request is approved, the repair may be completed at the shop level or through an approved contractor repair facility.

5.4.2. Contractor Repair. All repairs must be completed according to technical data. Contractors must be registered through the Central Contracting Register (<http://www.ccr.gov>). The unit should coordinate shipment to and from the contractor. The local transportation office will assign a Transportation Control Number to the DD Form 1149, Requisition and Invoice Shipping Document, which will accompany the asset. The contractor will acknowledge receipt. Following repair, the contractor will inspect/test the item. A record of the repair and test results will be provided to the AFREP office and made available for the Government Inspector (e.g., Defense Contract Management Agency). If documentation is not provided, the AFREP office or base maintenance organization must inspect/test the item. A quality verification may also be performed on the first article to ensure compliance with the established test criteria and serviceability. All AFREP items will be clearly identified with a tag, stamp, decal or other means. This identification will include repair location, office symbol, phone number and date. When repaired or condemned, the item will be processed through normal supply channels.

5.5.7. An unserviceable XF3 asset turned in with a DIFM detail that is identified as an AFREP repairable item will be placed in the designated repair cycle support holding area. If the AFREP manager determines they can repair the asset, process a TIN using TEX code "1" to clear the original DIFM detail and prevent shipment to DRMO.

7.3. Cost savings or "credits" are earned when a repaired item is turned into supply and a credit is captured in the AFREP PFMR account. In contrast, "cost avoidance" refers to items repaired and returned either using a maintenance to maintenance or supply transaction with no credit captured in the AFREP PFMR account. AFREP offices will track all savings and avoidance repair actions.

8.4. Total Cost Savings.

8.5. Total Cost Avoidance.