BY ORDER OF THE SECRETARY OF THE AIR FORCE

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Supply

OPERATIONAL REQUIREMENTS INSTRUCTIONS FOR DETERMINING MATERIEL REQUIREMENTS FOR REPARABLE ITEMS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 23-1, *Requirements and Stockage of Materiel*. It provides the guidelines for determining and managing materiel requirements for reparable items at both the wholesale and retail levels necessary to equip organizations, accomplish mission assignments, and establish readiness positions. For more information, see AFMAN 23-110, *USAF Supply Manual* (formerly AFM 67-1). See **Attachment 1** for a glossary of references, abbreviations, acronyms, and terms.

1. Materiel Requirements. The items of supply needed to maintain wholesale and retail inventories. This AFI outlines various techniques used to determine these requirements.

1.1. Wholesale inventory is stock held at an inventory control point (ICP). Managers at Air Force Materiel Command (AFMC) Air Logistics Centers (ALC) calculate the worldwide wholesale requirements for this inventory, maintain asset visibility, and exercise controls necessary to accomplish their worldwide inventory management responsibilities.

1.2. Retail inventory is stock held within the management custody of Air Force and other Department of Defense (DoD) supply organizations below the wholesale level. The Air Force counts retail level inventory in the asset balances of their reparable computations.

2. Responsibilities:

2.1. The Air Force Stockage Policy Work Group. Under the direction of HQ USAF/LGSS, reviews requirements in this publication and is responsible for researching, studying, evaluating, developing, and refining stockage models and management techniques for reparable items of supply.

2.2. Air Force Commands. Manage materiel according to established logistics policies and procedures. Materiel management is an inherent command responsibility and has the same priority as operational readiness.

2.3. HQ AFMC. Implements methods and maintains models to compute wholesale materiel requirements for Air Force centrally procured (AFCP) items, including items subject to coordinated procurement by other agencies and military departments. HQ AFMC also implements methods and maintains models to accomplish a wholesale inventory stratification for each item under its management control.

2.3.1. Inventory Control Point. Manage wholesale level inventory according to established logistics policies and procedures. This includes using historical information and data submitted by supply organizations and contractors to determine management actions needed to support procurement requirements, and make management decisions about terminating contracts and disposing of potential reutilization and disposal inventory.

2.3.2. The Directorate of Nuclear Weapons at Kelly AFB. Establishes and manages inventory stockage requirements for specialized purposes or commodities and coordinating logistics support with the Defense Nuclear Agency and the Department of Energy.

2.4. The Air Force Standard Systems Center. Implements methods and maintains models to compute retail requirements in the Standard Base Supply System (SBSS) and for developing a retail item inventory stratification report for items under its management control.

2.5. Air Force Commanders. Determine materiel requirements to support their own mission needs.

3. Reparable Requirements Objectives:

3.1. Ensure acquisition of needed reparable assets at minimum ordering and holding cost.

3.2. Make maximum use of available assets before acquiring additional materiel. This includes, but is not limited to:

- Substituting interchangeable items where differences are minor.
- Maintaining an effective repair program for assigned items.
- Modifying suitable items if economical.
- Using assets from the Defense Reutilization Marketing Office.
- Using reconditioned serviceable assets and assets from reclamation, where practical.

3.3. Allocate resources (materiel, facilities, personnel, and funds) to achieve an optimum balance in program support consistent with availability and support goals, mission priorities and assigned unit precedence.

3.4. Ensure the latest applicable US Air Force planning and programming documents are given full consideration in computing requirements, including readiness spares package materiel requirements and supplemental program data, such as missile months and flying hours.

3.5. Maintain current standard catalog and Defense Business Operations Fund (DBOF) price data.

3.6. Maintain flexible supply management procedures capable of providing continuous system support during changing and sometimes adverse conditions.

3.7. Ensure adequate initial stockage of reparable items through initial provisioning.

3.8. Ensure retention of adequate stockage for insurance and contingency purposes.

3.9. Establish quantitative goals to reduce unneeded inventory.

3.10. Ensure potential reutilization/disposal materiel, as well as inactive and obsolete items, are removed from the Air Force supply system stock in an efficient, timely, and economical manner.

3.11. Ensure timely management action to reduce or cancel purchase requests and terminate contracts when requirements are reduced for items in the procurement cycle.

3.12. Ensure accurate requirements and asset data are available for use in the stratification process.

3.13. Ensure there are adequate quality control procedures established to verify and validate the data and critical factors that affect requirements computations.

4. Characteristics of Reparable Items:

4.1. Definition. A reparable item is not consumed in use. It is a component part, subassembly, or accessory of a higher assembly and becomes part of that higher assembly and loses its identity when in use.

4.2. Categorization. For materiel management purposes, reparable items are categorized by expendability, recoverability, reparability category (ERRC) designators (see AFMAN 23-110 [formerly AFM 67-1, volume III, part three]) and are identified as expendable or reparable (XD1) and expendable or depot reparable (XD2). "XD1" and "XD2" items will have certain distinguishing characteristics as identified in paragraph **4.2.1.** and paragraph **4.2.2.** .

4.2.1. "XD1." These items have characteristics that require specialized depot repair. They are normally characterized as high value, high intensity management items and are managed in the Serialized Control and Reporting System (SCARS). Under this system, each item must be identified during the initial provisioning process. This concept requires serialized control for requirements, distribution, and maintenance management. Requirements policy, criteria for item selection and the reporting requirements are set forth in AFMAN 23-110 (formerly AFM 67-1, volume I, part 1, chapter 13).

4.2.2. "XD2." These items normally have a unit price of $500 or more. Repair is authorized at organizational, intermediate, and depot level, depending on the source, maintainability, and reparability (SMR) code assigned during the item identification process. Therefore, "XD2" items that cannot be returned to a serviceable condition at the retail maintenance level are tagged as unserviceable and returned to the Prime Item Management ALC or the Technology Repair Center (TRC).

4.3. Funding. Two funding categories apply to reparable items--DBOF and non-DBOF. Most reparable items are DBOF items, which means procurement or repair dollars are replaced through revolving funds as assets are consumed. Non-DBOF reparable items are normally funded by monies appropriated to support specific Air Force programs or other organizational activities.

5. Reparable Item Computation. The Air Force reparable requirements computation system is a foward-looking system using past usage, converted to a demand rate. It applies this rate to future program in order to project future usage. The reparable item computation is used to develop inventory stratification tables needed for budget submission and inventory evaluation.

6. Computation Elements. Requirements for spares support consists of the following elements:

6.1. Worldwide Stock Levels:

6.1.1. Base Stock Level. This level is computed in support of the base requisitioning objective according to AFMAN 23-110 (formerly AFM 67-1, volume II, part 1, chapter 11) and includes the following elements:

6.1.1.1. Base Repair Cycle. The number of days that elapse between the time an unserviceable reparable item is removed from use and the time it is made serviceable and ready for issue.

6.1.1.2. Order and Shipping Time (O&ST). The number of days that elapse between the initiation of a request for materiel and its receipt. The O&ST element identifies quantities required to replace the base condemnations and items not reparable this station (NRTS) during the O&ST. Actual O&ST will be used in the computation unless otherwise directed by higher authority.

6.1.1.3. Safety Level. The quantity of materiel, statistically computed based on the combined variability of the base repair cycles and the O&ST, needed to provide continuous operation in the event of interruption of normal replenishment or unpredicted fluctuation in demands. The Air Force currently uses three algorithms for safety level, depending on the type of item.

6.1.1.3.1. Fixed-Safety Level. A fixed-safety level is used for SCARS items. It is mechanically computed as follows by adding the total O&ST and repair cycle requirements and divide by the number of users, multiplying the results by 2.3, taking the square root, and multiplying by the number of users.

6.1.1.3.2. Variable Safety Level (VSL). The purpose of the VSL is to apply mathematical modeling techniques to the requirements development process to improve the accuracy of the forecast. Marginal analysis is applied only to the pipeline requirements of the item. Additional safety stock is allocated to the items where the greatest reduction in backorders is achieved for each dollar invested. The variable level concept recognizes that items differ in their demand patterns and other characteristics such as stock on hand, pipeline times, forecast unit price, and repair cost. This safety level computation is used for items other than aircraft replenishment spares. Both base and depot segments are computed.

6.1.1.3.3. Aircraft Availability Model (AAM). This algorithm determines safety levels for aircraft replenishment spares. It optimizes the acquisition of stock so that a set of availability goals, one for each type aircraft, is achieved for the smallest possible investment in new stock. These goals are designed to achieve specific support objectives for aircraft at the Mission-Design (MD) level. Two sets of goals are used. One set, "full-funding" goals, corresponds to availability targets specified by the Air Staff which represent their prioritization of the various weapon systems without considering the availability of funds. The second set, "limited-funding" goals, is selected solely on the basis of available funds and is used to determine actual buy quantities. Base and depot segments are computed for each goal.

6.1.1.3.4. Safety Level Exclusion. An item can be excluded from the safety level computation, where appropriate.

6.1.1.4. Negotiated Level. If the quantities computed at base level do not provide adequate support, the major command may negotiate a special level with the prime inventory management specialist, according to AFMAN 23-110 (formerly AFM 67-1, volume I, part 1, chapter 11).

6.1.1.5. Depot Stock Levels. Depot stock levels represent those levels that are required in support of depot overhaul requirements. These are subdivided into two categories, job-routed (JR) and nonjob-routed (NJR) stock levels.

6.1.1.5.1. JR Stock Level. JR items are those items that are repaired as part of a higher assembly repair. The stock level in support of JR overhaul requirements represents the amount of stock required to prevent delay of programmed overhauls during the subassembly O&ST.

6.1.1.5.2. NJR Level. NJR items are those items that are removed during an overhaul and turned into supply. The NJR stock level requirement represents the quantity of stock required to support the overhaul line during subassembly O&ST.

6.1.1.6. Depot Repair Cycle. The interval of time between removal of an item from use until it is available for reissue in serviceable condition. This cycle reflects the actual repair time established for an item and includes transportation, handling, and shop flow segments. The depot repair cycle provides quantities required to satisfy projected demands during the repair cycle.

6.1.1.7. Acquisition Lead Time (ACLT). Acquisition lead time is the amount of time required to acquire a new item. It consists of administrative and production lead time. Actual experience is used when available, unless it is not representative of future acquisitions.

6.1.1.7.1. Administrative Lead Time (ALT). The period of time, in months, between a decision to acquire an item and the date of contract award.

6.1.1.7.2. Production Lead Time (PLT). The period of time, in months, between the award of the contract and first significant delivery of production articles.

6.1.1.8. Operating Requirement. Ensures that all assets removed due to failure will be replaced at the time of removal. It is computed by multiplying the organizational/intermediate (OIM) demand rate by the operating program.

6.1.1.9. Condemnation Requirement. Stock replacements for base and depot condemnations.

6.1.1.10. Additive Requirement. Valid and properly documented additive requirements are authorized for inclusion to requirements computations. These requirements must be justified and documented on a case-by-case basis. Detailed backup data substantiating the need will be retained with other item data and will be provided to reviewing authorities as required.

6.2. Nondemand-Based Requirements. Items that have limited or no-demand history, but qualify for stockage based on other criteria. Two types of nondemand-based requirements are Insurance (INS) and numeric stockage objective (NSO) items and calendar time change items.

6.2.1. No Demands. Essential items with no demands or forecast of failure will be identified and stocked at the wholesale level as INS items and will not exceed one minimum replacement unit (MRU) unless fully justified and documented.

6.2.2. Low or Sporadic Demands. Essential items with demands or forecast of failure that are either low or sporadic will be treated as NSO. These items will be stocked in minimum quantities.

6.2.2.1. Additive Requirements. Additional requirements authorized for initial lay-in of base stocks and to support a net increase in end item population or planned base deployments. They may be used for items such as those with calendar time changes, short shelf-life and short program life items, or for modifications and other applications that are not computing in the computation.

6.3. Asset and Usage Data. Data necessary for the computation of requirements. Asset and usage data is obtained from the recoverable assembly management process (RAMP), stock balance and consumption report (SB&CR), item manager wholesale requisitioning process, overhaul/condemnation reports, due-in assets, and any other official source.

6.3.1. Worldwide Assets. All serviceable and unserviceable assets, including due-in from maintenance (DIFM) and technical order compliance (TOC) at both wholesale and retail level.

6.3.2. On-Order Assets. On-order assets can be obtained from the due-in asset system. Include as due-in, firm quantities obtainable through the Interservice Supply Support Program (ISSP), as well as items bailed to contractors, contract termination, foreign military sales (FMS) customer excess, and assets from reclamation.

6.4. Materiel Programs. Inventory positions or levels of activity expressed in terms of hours, months, units, overhauls or recoveries.

6.4.1. Past Programs. Statements of actual inventory or accomplishments during a specific past period.

6.4.2. Projected Programs. Estimates of planned inventory and accomplishments during a future period.

6.4.3. Types of Programs. Individual programs developed to meet Air Force needs in displaying past or future inventory or accomplishments.

6.4.3.1. OIM Programs. Programs developed for operating hours, squadron months, inventory or equipment months, sorties, drone recoveries, and ammo expenditures.

6.4.3.2. Depot Level Maintenance (DLM) Programs. Programs developed for Programmed Depot Maintenance (PDM), engine overhaul (EOH), and management of items subject to repair (MISTR) next higher assembly (NHA).

6.5. Consumption Rate Development. Computed from base NRTS and depot reparable generations.

6.5.1. Base Consumption Rates. Base consumption rates will be determined by taking the number of failures at base level, over a specific period of time, divided by the operating program for that same time period.

6.5.1.1. Total OIM Demand Rate. The rate at which an item has failed. It is developed by dividing the sum of the base repaired this station (RTS), base not reparable this station (NRTS), and the base condemnations by the item past program for the period.

6.5.1.2. Base Condemnation Rate. The number of base condemnations divided by the sum base RTS and base condemnations.

6.5.1.3. Base NRTS Rate. The number of Base NRTS divided by the sum of the base RTS, base NRTS, and base condemnations.

6.5.2. Depot Consumption Rates. The number of failures at depot level divided by the appropriate depot program.

6.6. New Items:

6.6.1. Initial Requirements Quantity. The total quantity of XD1/XD2 items needed to support a program time span equal to the ACLT plus an operating period of 3 months. The operating period allows for the conversion from the initial requirements computation to the recurring replenishment computation. Compute quantities for the operating period, base and depot repair cycle, and if authorized, additive requirements not covered by other segments.

6.6.2. Depot and Base Requirements. Established for individual items, considering item characteristics and experience from comparable items.

6.6.3. Demand Rates. Established for individual items based on item characteristics, operational environment, contractor engineering estimate, and experience on like or similar items.

6.6.4. Condemnation Rates. The percentages of items condemned at base or at depot level, will be based on item characteristics or experience on similar items already established in the inventory.

6.6.5. Phased Provisioning. Will be considered on all programs. HQ AFMC will establish the item selection criteria and management procedures.

7. Reduction in Requirements. HQ AFMC:

7.1. Ensures management emphasis on prompt reduction or cancellation of purchase requests and consideration of terminating unnecessary items on contract.

7.2. Ensures decisions and implementation of those reduction decisions are accomplished in a timely manner.

7.3. Emphasizes reduction or cancellation of purchase requests before contract award to avoid potential liability for contractor termination costs.

7.4. Ensures terminations occur only when cost-effective and in the best interest of the government.

7.5. Determines cost-effectiveness by comparing holding costs to the cost to terminate plus future procurement costs, if known.

7.6. Ensures that where feasible, termination costs shall be obtained in a timely manner to establish the cost-effectiveness of termination. Develops termination cost model to be used to estimate termination costs if they can't be obtained in a timely manner.

8. Stratification Reports:

8.1. These reports are generated from the requirements determination process. Used to uniformly portray the materiel requirements and available (on-hand and on-order) assets of individual items at the wholesale and retail levels.

8.2. In the stratification process, item requirements are related to a time sequence and are offset by available assets to portray a stock position. The central secondary item stratification (CSIS) provides the foundation for developing item procurement and depot maintenance budgets, determining readiness status, relating assets to the approved acquisition objective (AAO), other authorized retention

segments, and potential reutilization/disposal materiel. If a methodology other than stratification is used as a foundation for budgeting, an audit trail to the applicable stratification table must be submitted to the appropriate budget reviewing authority.

8.3. The wholesale level will develop dollar value stratification summaries depicting individual item asset and requirement comparisons. Reparable items will be stratified quarterly, unless waived. Stratification cutoff dates will be 30 Sep, 31 Dec, 31 Mar and 30 Jun of each fiscal year.

9. Management Review:

9.1. Air Force Materiel Management Personnel:

9.1.1. Continually evaluate and verify data and factors used in determining requirements.

9.1.2. Apply established policies and procedures in an effective manner.

9.1.3. Make appropriate refinements as necessary from the time of the initial computation through all echelons of review. The rationale applied in the refinements will be documented and validated by the computing and reviewing activities.

9.2. Wholesale Level Materiel Managers. Conduct periodic materiel management reviews within their respective subordinate units. These reviews include detailed analysis of individual item computation worksheets, procurement histories, repair schedules, and other documentation used to support management actions.

9.3. MAJCOMs. Evaluate retail level stockage analysis from subordinate units. Analysis includes wholesale supportability of retail requirements, the effectiveness of stockage modeling techniques to support current logistics strategies, and an assessment of stratification practices for on-hand and on-order inventory.

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Attachment 1

GLOSSARY OF REFERENCES, ABBREVIATIONS, ACRONYMS, AND TERMS:

References

AFPD 23-1, *Requirements and Stockage of Materiel*

AFMAN 23-110, *USAF Supply Manual* (formerly AFM 67-1)

Abbreviations and Acronyms

ACLT—Acquisition Lead Time

AFCP—Air Force Centrally Procured

AFMC—Air Force Materiel Command

ALC—Air Logistics Center

DBOF—Defense Business Operations Fund

DoD—Department of Defense

ERRC—Expendability, Recoverability, Reparability Category

FMS—Foreign Military Sales

ICP—Inventory Control Point

NRTS—Not Reparable This Station

O&ST—Order and Shipping Time

SBSS—Standard Base Supply System

SCARS—Serialized Control and Reporting System

TRC—Technology Repair Center

VSL—Variable Safety Level

Terms

Acquisition Lead Time (ACLT)—Forecast of the likely future interval between identification of a requirement and receipt of materiel from the procurement source. ACLT consists of two consecutive time periods: administrative lead time (ALT) and production lead time (PLT).

Actual Unit Price—The latest contract price plus inflation and first destination transportation costs. This price is intended to approximate the price the item will cost on next acquisition.

Additive Requirement—Requirements computed outside the recoverable computation.

Administrative Lead Time (ALT)—The time interval between identification of a need to buy and the date of contract award.

Approved Acquisition Objective (AAO)—The level of stock authorized to equip and sustain the US and Allied Forces through peacetime and wartime from D-day to P-day according to the latest Secretary of Defense policy guidance. (Also known as Approved Force Acquisition Objective [AFAO]).

Budget Program (BP)—A portion of a departmental budget submitted to reflect estimated reimbursements, obligations, costs, and expenditures pertaining to a particular program.

Calendar Time Change Items—Items that require replacement at regular intervals as specified in appropriate technical orders.

Central Procurement—The procurement of materiel, supplies or services by an officially designated command or agency with funds specifically provided for such procurement for the benefit and use of the entire component or the military departments as a whole.

Central Secondary Item Stratification (CSIS)—The process that provides for stratification (accumulation, extraction and display) of basic wholesale supply data in a manner that relates assets to requirements in a specific priority and time sequence.

Commodity—A homogeneous aggregation of like items.

Contract Termination—The cessation or cancellation, in whole or in part, of work under a prime contract or a subcontract for the convenience of, or at the option of, the government, or due to failure of the contractor to perform in accordance with the terms of the contract.

Defense Business Operations Fund (DBOF)—Revolving fund in the business management area (replaced the old Air Force stock fund).

Demand—A valid request for materiel that an authorized customer places on the supply system. Demands are categorized as recurring and nonrecurring based on coding by the customer.

DemandBased Item—An item for which projected requirements are determined based on past usage.

Depot Level Maintenance (DLM)—Maintenance performed on materiel requiring major overhaul or a complete rebuild of parts, assemblies, subassemblies, and end items, including the manufacture of parts, modifications, testing and reclamation as required.

Expendability, Recoverability, Reparability Category (ERRC) Code—A one-position Air Force peculiar code used to categorize Air Force inventory into various management groupings. These codes designate the management and maintenance concept that will be used throughout the logistics cycle, as well as the process that will be used to compute requirements. ERRC codes are also key elements in collecting and reporting asset and usage data. The single-position ERRC code is normally used in automated data processing programs due to the high premium on space; however, it is completely interchangeable with the three-position ERRC designator.

Expendability, Recoverability, Reparability Category(ERRC) Designator—Same as ERRC code except the ERRC designator is a threeposition Air Force peculiar data element that is normally used for visual reference such as correspondence and publications.

Holding Costs—Those costs associated with the cost of capital, inventory losses, obsolescence, storage, and other variable costs of maintaining an inventory.

Inactive Item—A national stock numbered item without a wholesale demand in the last 5 years and for which no current or future requirements are anticipated by the integrated materiel manager or any registered user.

Initial Provisioning—The process of determining and obtaining the range and quantity of items required to support new systems or increases in end item population for an initial period of service.

Insurance Item—A nondemand-based, essential item for which minimal stock is needed to satisfy

requirements.

Integrated Materiel Manager (IMM)—Any Department of Defense (DoD) activity or agency that has been assigned wholesale integrated materiel management responsibility for the DoD and participating Federal agencies. Integrated materiel management responsibilities include cataloging, requirements determination, procurement, distribution, overhaul repair and disposal of materiel. The terms Integrated Materiel Manager, Inventory Control Point, and Materiel Manager are synonymous.

Interchangeable Item—An item that possesses such functional and physical characteristics as to be equivalent in performance, reliability, and maintainability to another item of similar or identical purposes. It can be exchanged for the other item without selection for fit or performance, and without alteration of the item itself or of adjoining items (except for adjustment).

Inventory Control Point (ICP)—See Integrated Materiel Manager.

Materiel Manager—See Integrated Materiel Manager.

Minimum Replacement Unit (MRU)—The minimum quantity of an item normally replaced during a maintenance action. (Often the quantity of a component used per end item.)

Nondemand-Based Inventory—Inventory that has no forecasted demands but qualifies for stockage based on other criteria. Two types of nondemand-based items are insurance and calendar time change items.

Operating Level of Supply—The quantity of materiel required to sustain operations in the interval between requisitions or the arrival of successive shipments.

Organizational Intermediate Maintenance (OIM)—That maintenance which is the responsibility of and performed by a using organization on its assigned equipment. Its phases normally include the inspection, service, lubrication, adjustment and replacement of parts, minor assemblies, and subassemblies.

Potential Reutilization or Disposal Materiel—Inventory identified for possible disposal but with potential for reutilization; or materiel that has the potential for being sent by an inventory manager to the Defense Reutilization and Marketing service for possible reutilization by another component or by a Federal, state, or local government agency, or for disposal through sale to the public.

Production Lead Time (PLT)—The time interval between the award of a contract and receipt of the purchased materiel into the supply system.

Reparable Item—An item of supply (except explosive ordnance, major end items of equipment) that is not normally expended or used up beyond recovery in the use for which it is designed or intended.

Requirements Computation—Any mathematical calculation performed to support requirements determination function.

Retail Inventory—Stock held in the custody or on the records of a supply organization below the wholesale level.

Shelf-Life Item—An item of supply possessing deteriorative or unstable characteristics to the degree that a storage time period must be assigned to ensure that it will perform satisfactorily in service.

Standard Unit Price—The latest acquisition cost plus approved Department of Defense surcharges for infrastructure, warehousing, maintenance and distribution.

Stock Fund—A revolving fund established to finance costs of inventories of supply. It is authorized by specific provision of law to finance a continuing cycle of operations. (See Defense Business Operations Fund.)

Stratification—The process of applying assets, by type, for an individual item against the requirements for the same item in a prescribed priority and time sequence.

Substitutable Item—An item that possesses such functional and physical characteristics as to be capable of being exchanged for another only under specified conditions or for particular applications and without alteration of the items themselves or of adjoining items.

Variable Safety Level (VSL)—A quantity of materiel stored in addition to the operating level of supply. It is required to be on hand to permit continuous operations in the event of minor interruption of normal replenishment or unpredictable fluctuations in demand.

Readiness Spares Packages (RSP)—Materiel required to equip and support the approved forces specified in the current Secretary of Defense guidance through the period prescribed for war materiel planning purposes.

Wholesale Inventory—Inventory, regardless of funding sources, over which the Air Logistics Center Item Manager has asset knowledge and exercises unrestricted asset control to meet worldwide inventory management responsibilities.

Wholesale Level—The highest level of organized Department of Defense supply, and as such, procures, repairs and maintains stocks to resupply the retail levels of supply.