|  | **No** | **Reference** | **Action Item** | **Responsibility** | **Target Due Date** | **Status** | **Notes** |
| --- | --- | --- | --- | --- | --- | --- | --- |
|  | **Action Items from April 18, 2013 Meeting** | | | | | | |
|  | **5** | Minutes  § b.(2)  Pg. 5 | Establish a team led by DLA Distribution to draft a PDC to develop a DLMS solution for an issue from receiving process, to include requirements for use of Management Code V, and a broader definition for Code V as deemed appropriate. | DLA | Ongoing | Closed | As discussed during SPRC 13-01, if no action is taken on this item by December 31, 2014 this item will be closed.  Note: Any Service with an interest may pursue action on this item and develop procedures and submit a Proposed DLMS Change (PDC)  **5/5/2015.** Closed as no action was taken by 12/31/2014 |
| **6** | Minutes  § b.(3)  Pg. 6 | Research the policy for use of D4\_DICs (D4G, D4H, D4L, D4N) and will consult with OSD Supply Chain Integration and DPAP regarding whether the subject DICs should be removed or retained for use with GFM. If determined that these procurement source DICs should be employed, provide clarification to the Components. If determined that these procurement source DICs are obsolete and should be removed, provide an administrative ADC. | DLMSO | TBD | Closed | **6/4/2013** - Discussed during GFP Working Group, May 1, 2013 about the potential use for updating the IUID Registry with GFP UID and non-UII GFP data. DPAP and SCI requested further discussion before taking any action on this. No timeline available yet.  **9/17/2014 – DLMSO Response:** DLMSO will address this item as an agenda item at the October 23, 2014 Joint Supply PRC and JPIWG meeting (SPRC-14-01).  **5/5/2015**. Addressed at SPRC 14-1. MILSTRAP legacy DICs D4G, D4H, D4L, D4N will be retained. PDC to be developed clearly documenting how the 527R LIN01 codes correspond to 3rd position of the legacy D4\_/D6\_ DICs. Refer to Supply PRC 14-1 Minutes and Supply PRC 14-1 Action Items #42 and #43. |
| **11** | Minutes  § c.  Pg. 9 | Army (LMP/Mr. Kurt Phoel) provide additional process details regarding the issue resulting in use of the A4\_ (Referral Order) versus the 511R (Requisition) to trigger induction into maintenance. | Army | 6/10/2013 | Open | **6/14/2013 – Army Response:** LMP actually utilizes an A4\_ for induction of USAF assets, not an A3\_ as previously reported. The historical reasons as to why the A0\_ could not be used were not able to be obtained, beyond an issue with DLA Transaction Services routing transactions back to LMP at the time of initial development. No details as to the use of any specific Distribution Codes or other circumstances of the initial issue were able to be obtained either.  A change request will be submitted for LMP to utilize an A0\_for all inductions. Following the submittal of the change request and prioritization by Headquarters, Army Materiel Command, the effort to correct this issue will be scheduled for work. Based on an assumption that USN and USMC assets are not being handled in this manner, we are uncertain if their systems are able to accept A0\_ transactions. Extensive testing and coordination will be required with other service systems to ensure that proper processing occurs.  **9/08/2014 – Army Update required.** Has the Army successfully transitioned to use of the A0\_ (Requisition) to induct materiel to maintenance versus inappropriate use of the A4\_ (Referral Order) due to internal LMP processing issues?  Alternatively, if LMP is not capable, submit PDC to document the procedure being used.  *(Continued on next page)* |
| **11** | Minutes  § c.  Pg. 9 | *(Continued from previous page)*.  Army (LMP/Mr. Kurt Phoel) provide additional process details regarding the issue resulting in use of the A4\_ (Referral Order) versus the 511R (Requisition) to trigger induction into maintenance. | Army | 6/10/2013 | Open | **10/15/2013 – Air Force Response:** AF has a question/concern with A.I. #11: Army (LMP/Mr. Kurt Phoel) provide additional process details regarding the issue resulting in use of the A4\_ (Referral Order) versus the 511R (Requisition) to trigger induction into  maintenance.  When we first turned on the LMP/D035A interface in May 2006, LMP sent A0A transactions. Per DAAS business rules, an A0 transaction is routed to the requisitioner's Service Source of Supply. For stock numbers managed by an Army ICP, DAAS rerouted the A0A transactions to the Army ICP (e.g., B16 and B17), so D035A never knew about the request for carcass materiel. The only option that made sense at that time was for the Army to modify the LMP system to send A4A transactions to D035A since DAAS does not reroute these transactions. If the Army is going to switch back to sending A0A transactions, has DAAS been modified to recognize which A0A transactions to reroute and which A0A transactions to route as is? |
| **10/21/2014 – DLMSO Response:** If Armyprocessing is in accordance with MILSTRIP C2.23.2, the Category 3AD Project Code used in the requisition for induction will cause the requisition to be passed directly to the activity identified by the RIC in rp 4-6.  C2.23 REQUISITIONING REPARABLES FOR INDUCTION TO MAINTENANCE  C2.23.1. When materiel is scheduled for organic maintenance, based on the repair schedule; the maintenance activity will requisition the materiel from the materiel owner using an A0\_ in the format specified in Appendix AP3.2. All requisitions will cite Advice Code 2J (fill or kill) in rp 65-66, and the appropriate supply condition code in rp 71.  C2.23.2. Project Code 3AD supports requisitioning under a Depot Maintenance Inter-Service Agreement (DMISA). When used, this project code will cause the requisition to be passed directly to the activity identified by the RIC in rp 4-6. DAAS routing rules will be overridden. If the submitting Component requires use of an alternate project code, (e.g., a contingency support project code), on a requisition for which 3AD functionality is also desired, the alternate project code would have precedence over the 3AD. In this situation, the requisition may be prepared as a passing order (DIC A3\_) to preserve the proper destination while employing the Service-mandated project code. | | | | | | |
| **13** | Minutes  § c.  Pg. 9 | Navy (Ms. Shannon Winters) to advise if they are using the distribution depot as a transshipper to move condemned materiel from maintenance to DLA Disposition Services. | Navy | 6/10/2013 | Open | **10/16/2014 – Navy Response:** Most of the responses gathered by NAVSUP indicate that the distribution depot is not used as a transshipper to move condemned materiel from maintenance to DLA Disposition Services. Instead, materiel is shipped directly to, or is picked up, by the Disposition Services field office.  However, some Navy materiel does use the transshipment option to move the materiel through the distribution center to disposal.  **See the complete text of the Navy response at the end of this document.** |
| **16** | Minutes  § d.(1)(c)/(d)  Pg. 9 | Check if maintenance activities are generating shipment status (DLMS 856S/DIC AS\_) out of maintenance? | Air Force  USMC  Navy | 6/10/2013  6/10/2013  9/30/2014 | Open | **6/10/2013** – **Air Force Response:** Depot Maintenance does not do this. Neither does D035K. But the new process being developed for action item 10 will include this.  USMC – No response  Navy – Follow-up to initial Navy response.  Was this capability added with the implementation of WebCAV reporting between Tobyhanna Army Depot and NAVSUP WSS Philadelphia in April 2014? |
| **17** | Minutes  § d.(2)(b)  Pg. 10 | Navy submit a DLMS change to update MILSTRIP C2.22 to reflect appropriate data entries in the requisition to induct reparables into maintenance. | Navy | 6/10/2013 | Open |  |
| **18** | Minutes  § d.(3)(a)  Pg. 10 | Provide input on whether there are any Army owned items being repaired by other service depot and are the Prepositioned Materiel Receipt transactions being provided as required? | Army | 6/17/2013 | Open | **6/14/2013 – Army Response:** LMP has not been able to obtain additional information on this action item at this time, and requests an additional one week extension. |
| **22** | Minutes  § g.  Pg. 12 | (*Joint Stock Readiness Instruction – Depot Receipt of Reparable Returns under Army Directed Stock Readiness Procedures – Action Items 22 – 23*)  Original Action Item: Army would like to have an off-line meeting with DLMSO and DLA Distribution to address this issue in greater detail. Mr. Oliver Pryor will set the meeting up. Scope of meeting is to clarify the most appropriate procedures and document the business rules for submission of an Army PDC. | Army | 6/10/2013 | Open | **1/14/2014** – DLMSO followed up for response.  No Army response  DLMSO: This issue was discussed during the June 2014 Stock Readiness Meeting with no resolution. Recommended further discussion between Army, DLA and DLMSO or the Army submit a Proposed DLMS Change (PDC) to fully document their position.  **Background:**  During the November 2012 Stock Readiness meeting, Army requested a procedure for the receiving depot to automatically reclassify used repairable items to SCC F (unserviceable/repairable) and ignore the SCC on the shipping document.  Automatic reclassification on receipt to SCC F may overstate unserviceable assets pending technician’s review and reclassification.  Current MILSTRAP requirement is for the receiving depot to receipt the materiel in SCC K and submit an SDR to the owner; however Army LMP does not support use of SCC K. The Army fully supports the requested use of SCC F and so should document their reasoning and the proposed changes to MILSTRAP and SDR procedures. If this is an appropriate process, saving time and resources, perhaps it should be considered by all Components. Because SCC K is intended for uniform implementation across the DOD Components, the Army will need to justify why LMP does not support its use. Mr. Terry Seibert (DLA Distribution) noted the reason DLA allowed the Army process to be included in the new stock readiness instruction was that it saved considerable time. Prior to this procedure, when materiel was receipted in SCC K and required repackaging, the depot would generate an SDR and 100 percent of the time the Army would provide disposition instruction to place the materiel in SCC F, pending review by a technician. |
| **23** | Minutes  §g  Pg. 12 | Army to verify if they can accept SCC K for misidentified or unidentified materiel. | Army | 6/10/2013 | Open | **1/14/2014** – DLMSO followed up for response.  No Army response  DLMSO: Confirmed that DSS is reporting receipts in SCC K to the Army  Note: See background under Item #22 |
| **24** | Minutes  §g.  Pg.12 | Army to verify the Stock Readiness procedure for depot SCC H determination for Army non-reparable customer returns where the item has been used and is not in its original pack. | Army | 6/10/2013 | Open | **1/14/2014** – DLMSO followed up for response.  No response  **Background:** Refer to Joint Stock Readiness Instruction [DLAI 4145.4](http://www.dla.mil/issuances/Documents/i4145.4.pdf) et al, Enclosure 8, paragraph C. Receiving Operations. Receipt of depot level reparable customer returned materiel.  For Army non-reparable customer returns in which the documentation states the item(s) is serviceable but the item is not in the original vendor pack and appears visibly used, worn, damaged or ESD compromised, reclassify the material to SCC H. Submit an info-only SDR to the ICP. |
| **CLOSED and CLOSED-OBE (Recast as new Question for SPRC 14-01) Items** | | | | | | |
| **1** | Minutes  § b.(1)  Pg. 4 | Confirm the Services are not using the DAC to move materiel in and out of maintenance. If they are using the DAC for that purpose, provide an implementation date to discontinue the use. | Services |  | Closed | **2/19/2014 Follow-on Question for DLA: Is DSS getting the appropriate Materiel Release transaction from Services (Army/Navy)?**  **6/11/2013** – **Navy Response:** No, none of the NAVSUP systems (Web-CAV, CAV-ORM) use a DAC to trigger physical movement of material. The material is issued to the repair facility and a receipt is done by the vendor before inducting the material into repair using the DAC. I believe the NAVSEA system (ILSMIS) works the same way. There are issues with Corpus Christi where the DD provided the TIRs for the repair facility. They would provide the DAC F to M and the material would be on the DD's books instead of the repair facilities books. They shut off the DD TIRing and switched to LMP at the repair facility. When they did this, they solved the problem with having the material on the DD's books but all the DACs from LMP failed when they enter NERP system because LMP did not provide the data on the TIR required to match the correct Purchase Order Line Item. My understanding is that it would require an ECP to LMP to get this changed. NAVSUP WSS is implementing Web-CAV at Tobyhanna and if that proves successful they will be implementing Web-CAV at Corpus Christi, which will solve this problem. |
| **1**  **con’t** | Minutes  § b.(1)  Pg. 4 |  | Army |  | Closed | **6/14/2013 – Army Response:** DAC transactions are not generated by LMP to physically move assets into maintenance. However, these processes may be performed in DLA based on the submittal of 1549 paperwork, described below at TYAD for USN and USMC assets. In the USN / USMC scenario, DLA sends an asset to LMP in F condition on a 1348, not in M condition as indicated in the meeting minutes. The asset is manually received in LMP. However, confirmation of asset receipt in LMP is not passed back to the Navy or DLA. It is believed that the LMP use of the A4\_ as described in the response to question 11, is one of the root causes of this issue.  **6/11/14 – Marine Corps Response**: The Marine Corps does not use the DAC (947I/DAC) to move things into or out of maintenance. Note: MCLC currently free issues items requiring repair to our Maintenance Depot and commercial repair facilities. The issue removes the stock from the official accountable records in the Stock Control System (SCS). A DFM (Due from maintenance) is posted as a place holder until the item is repaired and returned to active service. When the item is returned to SCS, a D6M receipt transaction is prepared picking the stock back up on the accountable records. MCLC Command POC: Carla Johnson,  229-639-6607 DSN 567-6607, [carla.b.johnson@usmc.mil](mailto:carla.b.johnson@usmc.mil)  **9/17/2014 – DLMSO Response**: Closed item due to the question being asked of all Services prior to SPRC 14-01 regarding confirmation of procedures being used to move materiel in an out of maintenance |
| **1**  **con’t** | Minutes  § b.(1)  Pg. 4 |  |  |  | Closed | **9/3/2014** – **DLA Response:** Accountable activities no longer perform this process and DLA assumes the appropriate transactions are being used now. There are still a few residual Army “SCC M” assets DLA is cleaning up the records on at the Corpus Christi site. |
| **2** | Minutes  § b.(1)  Pg. 4 | Services that are using other variations of standard procedures (e.g. pseudo Routing Identifiers Codes (RICs), hard copy forms to issue materiel while in SCC M, and other deviations noted in the discussion of the flow diagrams at paragraph c.) must provide a timeline for transition to standard MILSTRIP/MILSTRAP transactional exchange and their associated procedures. | Services | 6/10/2013 | Closed | **6/10/2013 – Air Force Response:** The only item that I can think of is that for repair and return we are issuing assets to depot maintenance off-line. We have no way to track an asset via serial number.  **6/14/2013 – Army Response:** Please see the response to action item 11.  **9/17/2014 – DLMSO Response:** This item will be addressed as a SPRC 14-01, pre-meeting question and read ahead item at the October 22, 2014 PRC meeting. |
| **3** | Minutes  § b.(1)  Pg. 4 | Draft the ADC for PDC 449 to eliminate the use of the 947I/DAC for movement of materiel in/out of maintenance. The draft ADC will be forwarded to the Supply PRC and JPIWG members for final review prior to official release. | DLMSO | 8/29/2014 | Closed | **6/20/2014** – DLMSO resent draft ADC 1070 to Supply PRC for review and information.  ADC 1070 Release Date: September 12, 2014 |
| **April 18, 2013** | **4** | Minutes  § b.(2)  Pg. 4 | In the approved change for PDC 449, Defense Logistics Management Standards Office (DLMSO) will document the retention of Management Code V as a placeholder “RESERVED for Materiel intended for immediate transfer to maintenance, by ICP directed release or maintenance induction, in accordance with agreed procedures”; with footnote stating that:  > Management Code V is not implemented and implementation is on hold subject to future development of a standard DLMS solution for procedures for issue from receiving.  > When a PDC is developed for a standard solution for issue from receiving, consideration should be given to expanding the management code for broader ‘issue from receiving’ use, not limited to maintenance, if it is deemed appropriate.  > An “end date” will be identified for reserving code V for this purpose. If no PDC is under development by December 31, 2014, for a DLMS Issue from Receiving process, Management Code V will be marked as “Reserved for future DOD assignment”. | DLMSO | 6/10/2013 | Closed | **6/20/2014** – DLMSO resent draft ADC 1070 to Supply PRC for review and information.  ADC 1070 Release Date: September 12, 2014 |
| **7** | Minutes  § b.(3)  Pg. 6 | Air Force (Ms. Gloria Torres) noted they will document their process as it pertains to GFM receipts and provide to DLMSO. Ms. Torres will discuss this GFP issue with Mr. “Quitty” Lawrence (Air Force) and determine whether parts of their process need to be documented in a DLMS change. | Air Force | 6/10/2013 | Closed  OBE | Closed no response.  New input requested in a SPRC 14-1, pre meeting question to all Services regarding transactions to move materiel in/out of maintenance. |
| **April 18, 2013** | **8** | Minutes  § b.(4)  Pg. 7 | Incorporate a revised definition for SCC M in the draft ADC being developed for PDC 449. | DLMSO | 6/10/2013 | Closed | **6/20/2014** – DLMSO resent draft ADC 1070 to Supply PRC for review and information.  ADC 1070 Release Date: September 12, 2014 |
| **9** | Minutes  § b.(4)  Pg. 7 | Review the revised definition for SCC M in the Draft ADC being developed for PDC 449. | Components | 6/14/2013 | Closed | **6/4/2013** – Revision to SCC M was included in draft ADC 1070; no comments received.  **6/20/2014** – DLMSO resent draft ADC 1070 to Supply PRC for review and information. .  ADC 1070 Release Date: September 12, 2014 |
| **10** | Minutes  § c.  Pg. 8 | Air Force will send charts and flow descriptions (including the existing pseudo RIC scenario) to DLMSO for review. | Air Force | 6/10/2013 | Closed  OBE | **6/10/2013 – Air Force Response:** Developing a new process that will include the elimination of pseudo RICs. About 90% done.  **9/17/2014 – DLMSO Response**: Closed, new input requested in a SPRC 14-01, pre meeting Question to all Services regarding transactions to move materiel in/out of maintenance |
| **12** | Minutes  § c.  Pg. 9 | Army (LMP/Mr. Oliver Pryor) provide additional information on the process used by LMP to ship materiel directly to the customer from maintenance and whether maintenance generates an 856S Shipment Status to the customer. | Army | 6/10/2013 | Closed | **6/14/2013 – Army Response:** In all instances a DLSS AS8 / DLMS 856S is generated from LMP when the material is shipped direct to the customer. For Army assets, an MRO is internally created in LMP (Material Release Order Sales Order). For USAF assets, an MRO is received via interface, which creates the MRO Sales Order. For Navy and USMC assets, the MRO Sales Order is manually created. Upon Post Goods Issue (shipment), the 856S transaction is generated by LMP and sent to the customer. DLA TS then converts and “splits” the AS\* into the appropriate AS1, AS2, and AS3 transactions. |
| **14** | Minutes  § c.  Pg. 9 | DLMSO update the flowchart (and narrative file) for chart 7, Out of Maintenance – Condemned, and repost the updated file linked to the meeting Agenda by May 24, 2013. The chart will be updated to depict routing through a co-located storage activity. Additional update will add an alternative flow in lieu of the A5J from the owner; for the Maintenance Depot telling the owner that the item is being condemned (DAC to SCC H), with Management Code M. | DLMSO | 5/24/2013 | Closed | **5/24/2013** – Updated flowchart posted to the APR 18 Meeting Agenda. |
|  | **15** | Minutes  § c.  Pg. 9 | Navy to validate if the PICA is doing a PMR to the maintenance depot for automatic returns. | Navy | 6/10/2013 | Closed  OBE | Navy – No Response  **9/17/2014 – DLMSO Response**: Closed, new input requested in SPRC 14-01, pre-meeting question to all Services to confirm PMRs are being generated as required by DoD policy and the automatic return (180M/FTA) process. |
| **April 18, 2013** | **19** | Minutes  § e.  Pg.11 | Air Force (Mr. Tony Scherm) to provide additional background and input for an [Air Force point paper](http://www2.dla.mil/j-6/dlmso/Archives/Supply/meetings/18Apr13/USAF_PointPaper_DMISA.docx) to address questions raised before and during the meeting. | Air Force | 6/10/2013 | Closed  OBE | **6/10/2013 – Air Force Response:** The new process being engineered will address DACs. - See Action Item 10.  **7/14/2014** – See comment on Item 10    **9/17/2014 – DLMSO Response:** Closed, new input requested in a SPRC 14-01, pre- meeting question to all Services regarding transactions to move materiel in/out of maintenance. |
| **20** | Minutes  § f.  Pg. 11 | DLA review their systemic process (SMOK) (believed to be a DLMS  511R /DIC CO\_, Post-Post Requisition followed by a DLMS 945A Materiel Release Confirmation). Ms. Denise Kurtz (DLA Distribution) acknowledged the requirement to confirm the process. | DLA | 6/10/2013 | Closed  OBE | **8/14/2014** – No Response from DLA  **8/18/2014** – Closed, new input requested in a SPRC 14-01, pre meeting question to review and provide input on the current process and issues related to interface issues with the Services.  **9/17/2014 – DLMSO Response**: This relates to the Tobyhanna depot issue with the manual 1549 form used to induct to maintenance. DLA is using the DSS SMOK process to send the data based on the 1549 form. DLMSO had one email indicating it is a 940R/A5A and another that says it is a 511R/C0\_. DLA asked to confirm the that may have been in flux at the Tobyhanna depot when DLA stopped doing the DAC, and Navy was unable to forward the 511R to LMP (see Army response to A/I 21). |
| **21** | Minutes  § f.  Pg. 11 | Army (Mr. Kurt Phoel) to research why a local form 1549 is being used at Tobyhanna in lieu of standard transaction processing. | Army | 6/17/2013 | Closed  OBE | **6/14/2013** – **Army Response:** The USN and USMC began using the local form 1549 to capture off line shipment documents, as they were not able to exchange induction and maintenance transactions with LMP. While this has not been confirmed, it is suspected that it is related to the LMP use of the A4\_ instead of an A0\_ to request assets for induction. As stated in the responses to questions 1 and 11, it is suspected that the use of the A4\_ vice the A0\_ for inducting assets may be a common root cause.  As a side note, as of a few weeks ago, Tobyhanna Army Depot and DLA have begun to use the WebCAV system to track induction of maintenance of Navy assets, but there are issues with the processing that have arisen, and are being addressed by the Navy and DLA.  **9/17/2014 – DLMSO Response:** Closed, new input requested in a SPRC 14-1, pre meeting question to all Services regarding transactions to move materiel in/out of maintenance. An additional Army question is being included to confirm that the local form 1549 form is not being used at Tobyhanna Army Depot in lieu of standard transaction processing. |

13 Minutes § c. Pg. 9  
Navy (Ms. Shannon Winters) to advise if they are using the distribution depot as a transshipper to move condemned materiel from maintenance to DLA Disposition Services.

NAVSUP WSS AVIATION SME RESPONSE: It looks like the M to H process at the FRCs is pretty simple. The FRC has a person send us the M to H transaction through CAV-ORM. Then the FRC sends the unit directly to DRMO. I have attached Emails from our reps at each FRC; the FRC-SW rep sent me two Emails.

**(FRC-E response)**: If the FE assembly is deemed to be scrapped, it will be processed thru the FRC CAVs personnel and sent directly to DRMO. If during the repair of an end assembly, one of the SRAs is scrapped, it will go thru the AVDLR office who will initiate a requisition to order a new SRA and send the scrapped unit to DRMO. Bottom-line, nothing should be going back to the DD.

**(FRC-SW response):** To answer your question more directly, NO boxing up the unit, NO sending unit to DD, stays at FRC in disposal bin which is picked up by a DRMO driver on his regular round. He will stop by the DD to pick up disposal material as well but it does not get stowed there unless it was already residing there.

1. Shop decided that unit is going Scrap

2. DLA contractor goes around to the buildings and collects the documentation for the returns that day

3. DLA contractor process the H2 return (scrap)

4. Unit is placed in the Disposal bin in the FRC shop unpacked

5. Disposal personnel comes around at scheduled times to collect the scrap material from bins to bring it to DRMO

6. Unit is delivered to DRMO where I believe it is added to a list that you can buy from before the unit actually is terminated

**(FRC-SE response):**

H4--The shop cannibalizes the item and the remaining material goes into a scrap bin. Shop scheduler does the H4 transaction (DAC M to H---D9 TIR)

H2--The shop returns the item to the DTrash site. The contractor PC does H2 transaction (DAC M to H---D7 TIR) and sends item to the local DRMO yard.

BER SRA--AVDLR person orders a new 7R. AVDLR person enters the BER SRA into eRMS and sends the carcass to the local DRMO yard

**NAVSUP WSS Disposal Coordinator response:**

Although the FRCs may be sending H cond directly to DRMO, we do have H cond being reported at the DDs. WSS would direct them to dispose/send this material to DLA Disposition Services via an A5J directive from Navy ERP.

**Further Comment from the Navy Disposal Community:**

No; the DLA sites cannot dispose of Navy material without an A5J or request from the Navy to do so. For obsolete items no longer in ERP I now do a formal letter to request those disposals. As for Organic we do adhoc disposals for this material as well. I know CAV isn't set up to use A5Js for CC "H", those sites are to move to "H" and then with our approval input a transaction to remove from the system. They do however use our A5Js for CCs A and F material.

NAVSUP WSS MARITIME SME RESPONSE:

**Feedback from Crane:**

When material is returned from the repair shop as condemned Receiving will process a MIGO, Transfer Posting, 542 moving the material from M to H. At that point the material is on record, in inventory and stored in a special area awaiting a DRMO document. The DRMO document is received via ERP as an 85 series delivery with a movement type 161. FLC will then pick the delivery using VL06P. Because the movement type 161 is creating some kind of bogus financial transaction for NAVSUP, FLC personnel will then cancel the ERP generated transfer order and do a MIGO, Goods Issue, 551 inputting the data from the original DD1348 on the Navy Custom Fields tab. The paperwork (DD1348 and TO) is then sent to the DLA warehouse to pull and stage the material. DLA will then do a LT12 to confirm the TO which removes the material from record. DLA then arranges for pick-up on a regular basis to DLA Disposition Services sites based on the DEMIL code of the material.

We are not getting these transactions on a regular basis and are storing H condition material at times for months. When Crane was using the legacy system a DRMO document was automatically generated and the material immediately sent to DRMO. I was told that since Crane is now in ERP we cannot automatically process a MIGO 551 to send material to DRMO without permission from NAVSUP WSS.

**Feedback from Keyport:**

Lucy; Disposition is done by what the part requires for it. If it is classified then there is a process and if it is recyclable it has another process, etc. We do some of it here. We do ship quite a bit to DLA and I believe that we use the trans shipper to do so. You will see on the BSS report what scraps out and the depot moves it for disposition. They will also harvest anything they can use for future repairs. We will inquire about transaction (Dan please) and validate they still use the trans shipper for DLA. H condition, Dan may know more about. We will get back to you tomorrow.

"The depot moves the asset from M to H in SWMS and we send the H item back into P73. At that point FISC takes over and puts the item into NAVSUP inventory as H condition and twice a year (there may adhoc times in between that they need to dispose assets as well) they receive deposition information from the respective IM/Planner. The IM/Planner tells her what to do with it as far as disposal. We keep some items in H if it has useable parts but it eventually gets scrapped."

**Feedback from Yorktown:**

Keeping in mind the NMC CED Yorktown Depot falls under Fleet Forces Command (FFC) and does not use DLA Services, except for MILSTRIP requisitions for material managed by DLA.

Fleet Logistics Center (FLC) Yorktown Detachment manages the Storeroom located at Yorktown for FFC and has a DLA person moving the material around in the warehouse and delivering inductions and receipts for FLC. FLC is Central Receiving for the Yorktown activity.

"H" code material, Beyond Economical Repair (BER), from the Repair Depot is returned to the storage facility using a 542 transaction in ERP.

As far as sending condemned material to DRMO, this is not a problem, because DRMO is located at Cheatham Annex, Williamsburg and considered part of the Naval Weapons Station Yorktown. Once disposal documents are received for the "H" code material or any material directed by the Inventory Control Point (ICP), the material is transported to Cheatham Annex by Government vehicle.

Alonzo Winborne and Shirley Holloway are the POC's for the Storage Facility.

Prior to ERP, ILSMIS, by the direction of NAVSUP WSS (formerly NAVICP) would automatically generate the DD 1348 Disposal Document when an asset was returned as "H" code. NAVICP IM's agreed, the Repair Depots knew if an asset was repairable or not and was given the authority to "H" code the asset. ERP DOES NOT automatically generate the disposal directive.

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