

## Chapter 4

### NAVSEA DEPOT MAINTENANCE INTERSERVICE (DMI) PROCESS

#### 4.1 Overview

a. The Congressionally mandated Joint Logistics Commanders (JLC) Depot Maintenance Interservicing (DMI) Program was established to enable the military Services and the U.S. Coast Guard to achieve optimum peacetime readiness by balancing peacetime workloads, and increase effectiveness by reducing duplication of effort and resources through utilization of combined Service depot maintenance facilities. In simple terms, this means that each of the Services will perform depot level maintenance on other Services' workloads (as opposed to contracting the workload out to commercial sources) whenever it is practical and cost-effective to do so. DMI is part of an overall Joint Depot Maintenance (JDM) program and is intended to make better use of all organic and commercial depot maintenance resources and reduce maintenance costs while sustaining essential mission support needs.

b. Depot maintenance workload distribution falls within three categories:

(1) Organic - Performed by a military Service at one of its own installations, with its own equipment, by its own personnel.

(2) Contract - Performed by an original equipment manufacturer or another commercial organization at either a military depot or contractor-operated site.

(3) Interservice - Performed by one military Service at one of its own depots for use by another military Service.

c. DMI has created a form of competition for depot maintenance workloads. Each Service must participate in the DMI competition to maintain or improve its depot maintenance posture. Teamwork is required among the Maintenance Interservice Support Office (MISO), Maintenance Interservice Coordinating Offices (MICOs), NAVSEA Acquisition/Program Managers (AMs/PMs) and Program Executive Officers (PEOs).

#### 4.2 Application

a. A DMI review applies to the acquisition of all weapons systems, end items, systems, subsystems, equipment or component items requiring depot maintenance support. Only Hull, Mechanical and Electrical (H,M&E) items, the location and/or system integration of which would logically preclude repair by other than a Navy industrial facility, will be omitted from the DMI process.

b. Normally, all system/equipment acquisitions requiring depot maintenance support will be identified early in the acquisition process as potential candidates for DMI. Items identified for interservice review will be subjected to varying levels of assessment. This assessment will ultimately result in a DMI decision letter by the Joint Depot Maintenance Activities Group (JDMAG), recommending the site or sites authorized to provide depot maintenance support.

#### **4.2.1 DMI Candidate Introduction Criteria**

Items being introduced for DMI candidacy must meet at least one of the following criteria:

- New systems/equipment acquisitions or modification programs requiring depot maintenance support.
- Systems/equipment depot repair programs being planned for transition from contract/commercial support to organic support, or from organic to contract/commercial support.
- Existing interservice depot repair program relationships planned for termination regardless of reason, investment/cost required or program value.
- Existing systems/equipment for which a planned expansion of capability requires an additional capital investment of \$250,000 or more.
- Existing depot repair programs planned for relocation if the associated total expenditure exceeds \$250,000.

#### **4.3 DMI Review Alternatives**

DMI candidates may be subject to any one of four different types of review. They are:

a. **Directed Depot Source of Repair.** This review accommodates Depot Source of Repair (DSOR) assignments, to either contract or organic sources, resulting from decisions made at a level of authority higher than the introducing Service logistics commander that preclude any alternative assignment. Examples include those workloads directed in approved program management decisions, Service –level agreements, DoD programs, State Department agreements or decisions resulting from Public law. Such workloads shall be identified and appropriate documentation submitted to the JDMAG for recording and announcement of the joint Service decision.

b. **Service Workload Competition.** This review accommodates DSOR assignments resulting from a competition that is open to public activities, conducted by a requiring Service for a depot maintenance workload. Either a public-private or public-public competition may be elected. Service depots from other than the requiring Service may not be excluded from this competition. The competition results shall be

submitted to the JDMAG, with appropriate documentation, for recording and announcement of the joint Service decision.

c. Maintenance Interservice Support Management Office (MISMO) Review. If the introducing Service determines there is no benefit to be gained by a JDMAG DMI study of the item, it may submit the results of its review and DSOR assignment recommendation to the other Service MISMOs for their concurrence and to the JDMAG for tracking. The JDMAG will record and announce the joint Service decision upon receipt of the other Service MISMOs' concurrence.

d. JDMAG DMI Study. Workloads that do not qualify for Directed DSOR or are not considered for Service Workload Competition or MISMO Review will be subject to a JDMAG DMI Study.

(1) One of two levels of study may be conducted by the JDMAG – a summary study or a comparative study.

(a) Summary DMI Study. The summary study is used for small investment, low-volume workload items or those items where there is an obvious depot assignment based on known capabilities or other considerations. Planned depot support by commercial sources is also reviewed under the summary study process.

(b) Comparative DMI Study. The comparative study is used when there is significant investment, significant workload, multiple users, or multiple Service candidate depots for workload assignment.

(2) The results of both the summary and comparative studies will be submitted by the JDMAG to all the Services for their concurrence. Upon unanimous concurrence, the JDMAG will record and announce the joint Service decision.

#### **4.4 DMI Process**

a. The following is an overview of the DMI Process. More detailed descriptions of each part of the process are contained in paragraphs 4.7 through 4.9.

b. Initial NAVSEA identification of a potential repairable program takes place coincident with the Concept and Technology Development phase of the acquisition process. At this time, when a requirement for the possible use of depot level maintenance for either a new system/equipment or by a modification to an existing system/equipment is identified, a point of contact at the system/project level that will serve as a coordinator for DMI should be identified to the NAVSEA MISO (SEA 04L4).

c. The DMI Process itself consists of three parts and takes place during the System Development and Demonstration Phase of the acquisition process. In the first part, also referred to as the Introductory Process, the AM/PM/PEO identifies DMI

candidate systems/equipment/items and submits them to the MISMO, via the MISO, for review. The Introductory Package consists of:

- (1) JLC Form 27, DMI Candidate Information. This will provide preliminary information for planning purposes and
- (2) JLC Form 44, Depot Maintenance Planning Information. This will provide information on the rationale for organic or commercial repair of an item including results of the Decision Tree Analysis (DTA).

The MISMO will evaluate the adequacy of the information in the Introductory Package, validate applicability of the item for DMI review and determine the type of review that is appropriate. If the MISMO evaluation confirms that the item is a viable DMI candidate, the item will be introduced to the DMI community for concurrence of the proposed type of review (Directed Depot Source of Repair, Service Workload Competition or MISMO Review) and/or to the JDMAG for DMI Study. A recommendation for a candidate depot based on the MISO input will also be included.

For new acquisitions these forms should be submitted as soon as possible but within 90 days after award of the Engineering and Manufacturing Development (EMD)/System Development and Demonstration (SDD) contract. For existing items, including Non-developmental Items (NDI) and Commercial Off the Shelf (COTS) items, the forms will be submitted when the investment requirement is identified.

d. During the second part of the DMI Process, referred to as the Program/Technical Data Process, upon receipt of the Introductory Package, if a comparative study seems likely, the JDMAG will request a Program/Technical Data Package (PTDP). The AM/PM/PEO will prepare the PTDP and forward it to the MISMO via the MISO. After review by the MISMO, the PTDP will be forwarded to the JDMAG. The PTDP consists of the following forms and appropriate amplifying technical publications, engineering drawings, schematics, and specifications:

- (1) JLC Form 28, Depot Repairable Item List, which identifies the system/equipment to be repaired and lists all the component DLRs. If the information is readily available this form may be submitted with Forms 27 and 44 as part of the DMI Introductory Package.

- (2) JLC Form 29, Depot Technical Data Requirements, which lists the pertinent technical documents that provide detailed information on the repair, test and calibration of each DLR item listed on JLC Form 28. If technical manuals or drawings are not available at this time, the JLC Form 29 will list test requirement documents and preliminary drawings and specifications. The formal technical manuals or drawings will then be forwarded incrementally, on an "as available" basis, as an addendum to the original JLC Form 29.

(3) JLC Form 30, Depot Support Equipment Requirements, which identifies new or novel repair techniques or processes requiring unique equipment, facility or trade skills associated with the repair, test and calibration of the DLRs identified in column 1 of JLC Form 28.

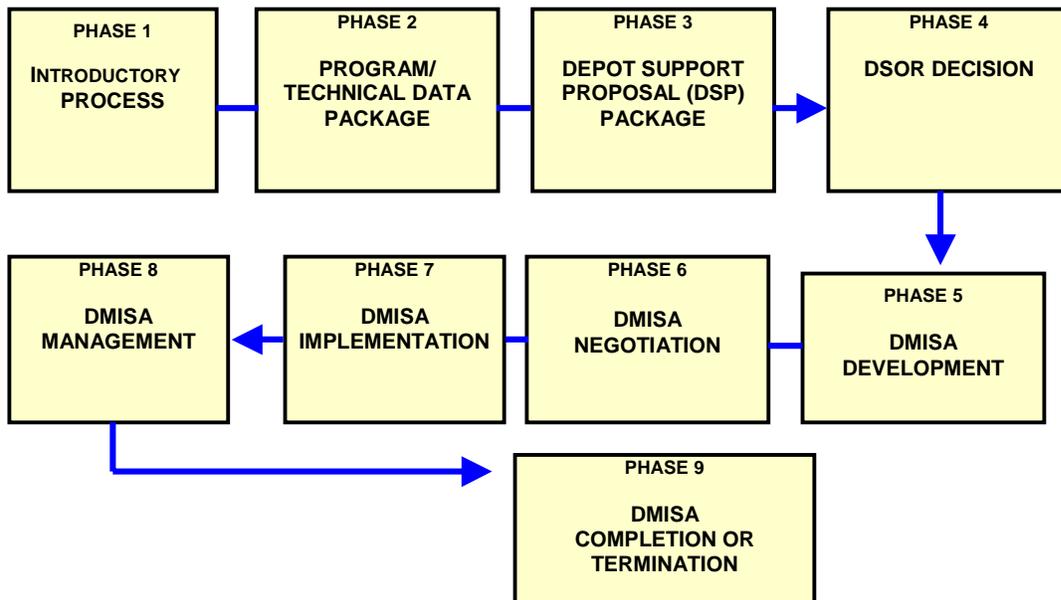
(4) JLC Form 31, Projected Depot Workload (Peacetime).

(5) JLC Form 32, Projected Depot Workload (Mobilizations), when applicable.

e. During the third part of the DMI Process a Summary or a Comparative Study will take place. If the JDMAG has elected to conduct a comparative study, it will forward the PTDP to the candidate depots and, via the MISMO, request Depot Support Proposal (DSP) Packages from each. Such requests will be received through the Navy MISMO and coordinated by SEA 04L1 with the designated NAVSEA industrial activity's MICO. The candidate depots will then prepare and forward DSP Packages to the JDMAG via the MISO and the MISMO. The DSP Package, consisting of JLC Forms 33 through 41 and 43 through 51, is a competitive "bid" package for the candidate workload.

f. Based on information in the Introductory, Program/Technical Data and DSP Packages, the JDMAG makes DSOR recommendations to the Navy MISO. If the MISO/MISMO do not concur with the DSOR recommendation, they have the opportunity to rebut the decision. When the DSOR decision is finalized, the MISMO then requests implementation of the decision.

g. The DMI Life Cycle contains nine distinct phases as illustrated in figure 4-1. Four phases lead to a DMI study and decision; the remaining five cover Depot Maintenance Interservice Support Agreement (DMISA) development and execution. Phases 1 through 4 of the DMI Life Cycle correspond to the three parts of the DMI Process. During Phase 5 of the DMI Life Cycle, the Principal MISO assembles a draft DMISA. The draft DMISA is negotiated and finalized between the Principal NAVSEA MISO and the Agent (other Service) MISO in Phase 6. The DMISA workload is transitioned when the Agent depot capability is established and material support and funding is available (Phase 7). DMISA management takes place during Phase 8 of the DMI Life Cycle. DMISAs normally run for 5 years. Management requires a formal annual review of DMISAs and continuous review of production, funding, quality and future projections. Phase 9 signals the completion or termination of the DMISA. The DMISA may be completed and renegotiated for another term or may be terminated at any time within 180 days notice if the requirement no longer exists.



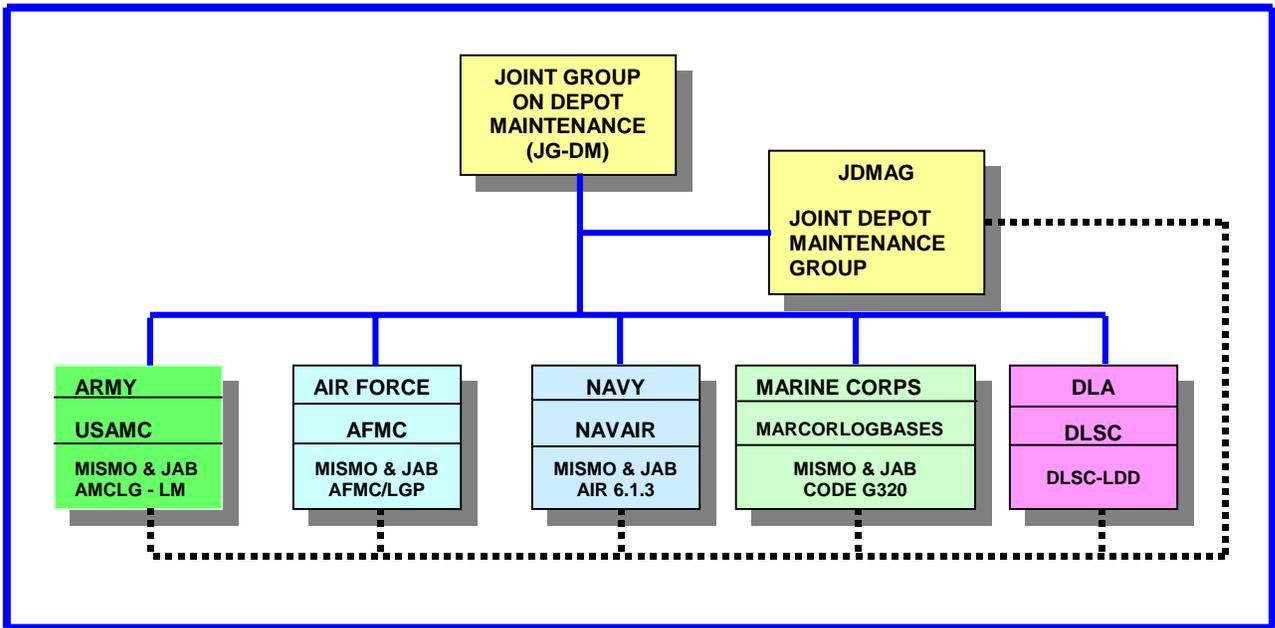
**FIGURE 4-1 THE DMI LIFE CYCLE**

#### **4.5 The DMI Management Structure**

a. A DMI Management Structure is used to facilitate and expand the use of DMI as a viable means of supporting the Services' operating forces and to limit development of redundant repair sources.

b. As shown in Figure 4-2, the management structure begins with the Joint Group on Depot Maintenance (JG-DM). The JG-DM is a designated group of flag level representatives chartered to establish DMI policy, maintain a definitive action program on a continuing basis and provide policy guidance to the Service DMI focal points and the JDMAG. The primary Navy Service member on the JG-DM is the Director, Industrial Capabilities, Maintenance Policy and Acquisition Logistics, Office of the Chief of Naval Operations (Logistics/N43). Within the Navy, the Deputy Commander for Logistics Maintenance and Industrial Operations, Naval Sea Systems Command (SEA 04) and the Assistant Commander for Aviation Depots (AIR 6.0) are also represented on the JG-DM. The JG-DM directs the JDM Program and also:

- (1) Establishes interservice policy
- (2) Assures Service emphasis on DMI
- (3) Addresses interservice issues



**FIGURE 4-2 DMI MANAGEMENT STRUCTURE**

c. The second part of the DMI Management Structure is the Joint Depot Maintenance Activities Group (JDMAG). The JDMAG is a joint Service organization, located at Wright-Patterson AFB in Dayton, Ohio, with a collective responsibility to all of the Services. They provide technical support to the JG-DM members in depot maintenance planning and in implementation of approved maintenance plans.

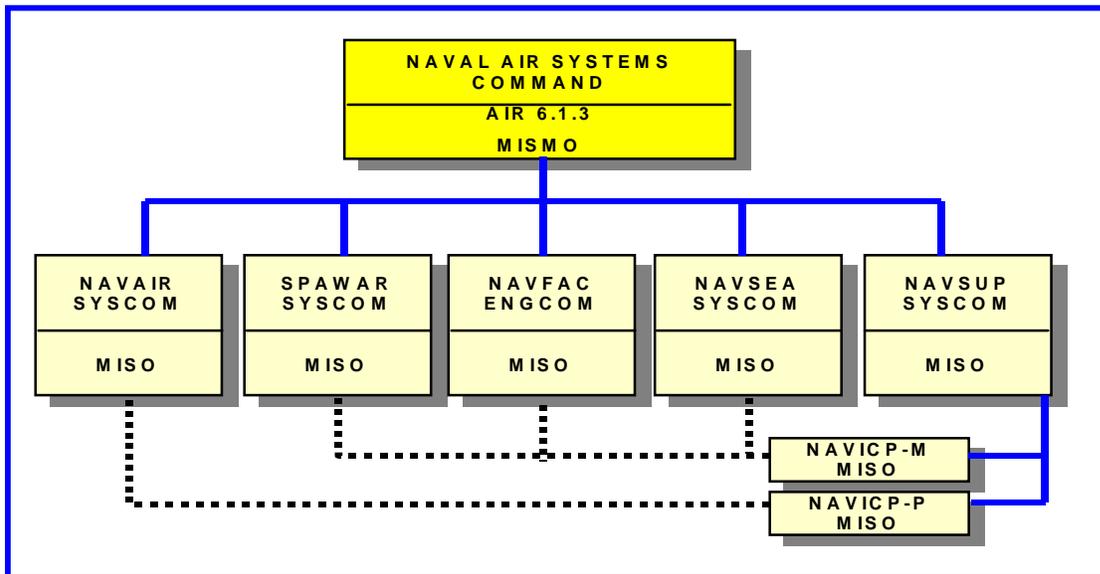
d. Additionally, the JDMAG conducts depot maintenance studies for new systems/equipment/items entering the DoD inventory and recommends depot sources of repair.

e. The third part of the DMI Management Structure includes the Maintenance Interservice Support Management Office (MISMO) and the Joint Advisory Board (JAB), with representation from all Services. The Navy MISMO and JAB functions are located in NAVAIR where AIR 6.1.3 serves as both. Each MISMO is responsible for developing and implementing DMI policies and programs within its respective Service and providing policy guidance to the JAB, JDMAG and Service or SYSCOM MISOs. The MISMO ensures review and submittal of all DMI Introductory, Program/Technical Data, and DSP Packages and assures implementation of DMI. Additionally, the MISMO is responsible for MISMO DMI reviews, introducing candidates to JDMAG for DMI study, assessing the impact of JG-DM initiatives and recommendations, and providing a Service member to the JAB.

f. The JAB advises and assists the JDMAG in accomplishing JG-DM direction, resolving routine problems and interfacing with the Services. Additionally, the JAB ensures open communication between the JDMAG, the Service logistic staffs, and the JG-DM to ensure standardization and continuity of DMI policies and procedures.

g. The Navy DMI Support Management Structure is illustrated in Figure 4-3. Within the Navy and NAVSEA, the structure includes the MISMO in NAVAIR, Maintenance Interservice Support Offices (MISOs), one for each SYSCOM; and Maintenance

Interservice Coordinating Offices (MICOs). The NAVSEA MISO is located in the Outfitting and Material Support Division (SEA-04L4).



**FIGURE 4-3 Navy DMI Support Management Structure**

h. The MISO, the SYSCOM focal point for DMI, is responsible for delineation and implementation of interservice policy and procedures; assisting in the preparation of and reviewing all Introductory, Program/Technical Data, and DSP Packages; DMISA preparation and implementation; and negotiating, coordinating and monitoring all DMISAs at subordinate commands. The MISO works closely with the hardware acquisition community to develop capital investment costs, workload projections, justifications for organic support, DMI review level recommendations and DSOR recommendations.

i. NAVSEA MICOs are located at NAVSEA industrial activity, and manage the internal coordination of DMI at their respective activity. The MICO also assists the NAVSEA MISO in DMISA negotiations; manages Agent DMISAs; and assembles data for Decision Tree Analysis (DTA)/commercial or organic Source of Repair (SOR) decisions, DMI review level recommendations, and DMISA deliberations. Additionally, the MICO is a key player in the preparation of all DMI packages.

## 4.6 The Introductory Package Development Process

### a. Definition

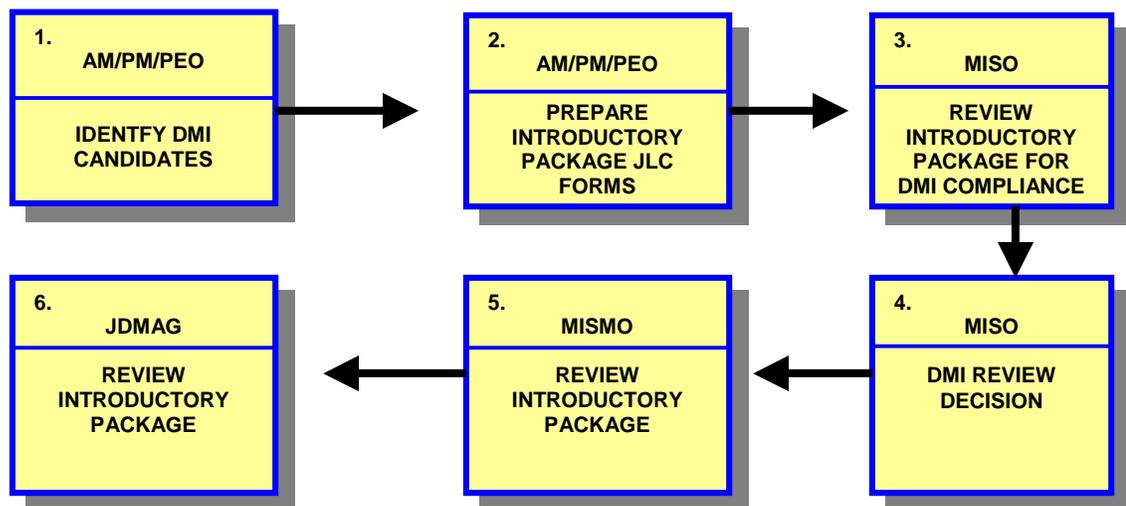
(1) An Introductory Package is used to identify new or existing weapon systems, equipment, or items which require depot maintenance support and which meet the required DMI candidate introduction criteria. The Introductory Package lists the candidate items and provides preliminary planning information and rationale for the type of proposed depot maintenance support.

(2) The Introductory Package consists of JLC Forms 27 and 44. JLC Form 27 identifies the candidate system/ equipment/item being introduced for DMI and provides preliminary information for planning purposes. JLC Form 44 provides rationale for organic or commercial repair of new or postured items. JLC Form 28 lists the depot repairable items for the candidates(s) listed on JLC Form 27 and may be included in the Package if that information is available. Samples of these forms are included in Appendix A.

b. Introductory Package Development

(1) The Introductory Package Development part of the DMI Process, is performed through a team effort among key Navy and NAVSEA DMI points of contact. Coordination of efforts among these individuals is critical for timely and accurate Package submissions.

(2) Preparation of the Introductory Package is broken down into six identifiable steps as shown in figure 4-4.



**FIGURE 4-4** Introductory Package Development Process

(a) *Step 1 - Identifying Candidates.* NAVSEA program managers and acquisition managers are critical to identifying DMI candidates. The NAVSEA MISO must be made aware that depot level maintenance is required for a particular system/ equipment/item. If depot level maintenance is required and maintenance retention in-house is not desired, the system is considered for DMI candidacy. An important requirement of DMI candidate development is the performance of a DTA to

determine whether organic or contract depot maintenance is most desirable. This process is applicable to new workloads, modifications and all conversions from a contract to an organic repair source. In those instances where retention within the Navy's in-house organic maintenance structure is desired, the acquisition or program manager must submit a request to the NAVSEA MISO using JLC Forms 27, 28 and 44. After critically reviewing the package, the MISO will forward it with a written justification for retention to the MISMO. After further review, the MISMO will submit the package to the Navy JG-DM member for approval and submission to the entire JG-DM. The JG-DM then makes a final DSOR. The JDMAG will record the results and advise the Service MISMOs.

(b) *Step 2 - JLC Form Preparation.* The program manager, or acquisition manager as appropriate, is responsible for the actual preparation of JLC Forms 27, 28 (if information is available) and 44 that make up the Introductory Package. This is accomplished with information input from the applicable program office and in coordination with the NAVSEA MISO and (if applicable) the candidate depot's MICO.

(c) *Step 3 - MISO Review.* The MISO reviews the DMI candidates to verify that the candidate introduction criteria have been met.

(d) *Step 4 - DMI Review Decision.* Upon examining potential DMI candidates in the introductory package, the MISO will determine the type of DMI review that is applicable - Directed DSOR, Service Workload Competition, MISMO Review or JDMAG DMI Study Candidates. After the final DMI review decision has been made and the JLC forms updated, the MISO will forward the Introductory Package to the Navy MISMO for review along with any recommended candidate depot. Once identified, the candidate depots will provide their full cooperation and respond to the necessary data calls, site surveys, and related study efforts.

(e) *Step 5 - MISMO Review.* The MISMO will review the Introductory Package for accuracy and adequacy of required information then formally introduce the candidate to the JDMAG. Time frames for these submissions are:

1 **New Acquisition:** As early as possible, but not later than 90 days after award of EMD/SDD contract or the equivalent acquisition phase for accelerated programs.

2 **Existing Systems/Equipment/Items:** At the time the investment requirement is identified and approved for budget purposes.

Funding for acquisition of depot maintenance support categories and capability for the submitted candidate will not be obligated until the JDMAG officially announces the DSOR.

(f) *Step 6 - JDMAG Review.* The JDMAG will review the Introductory Packages to ensure they meet the required DMI Candidate Introduction

Criteria, and conduct an up-front level of study analysis for planning purposes and to determine what additional data is required initially for the study effort. The JDMAG will then request the introducing Service provide them with Program/Technical Data Packages. This activity usually takes place within 30 days of registration.

#### **4.7 The Program/Technical Data Package Development Process**

##### **a. Definition**

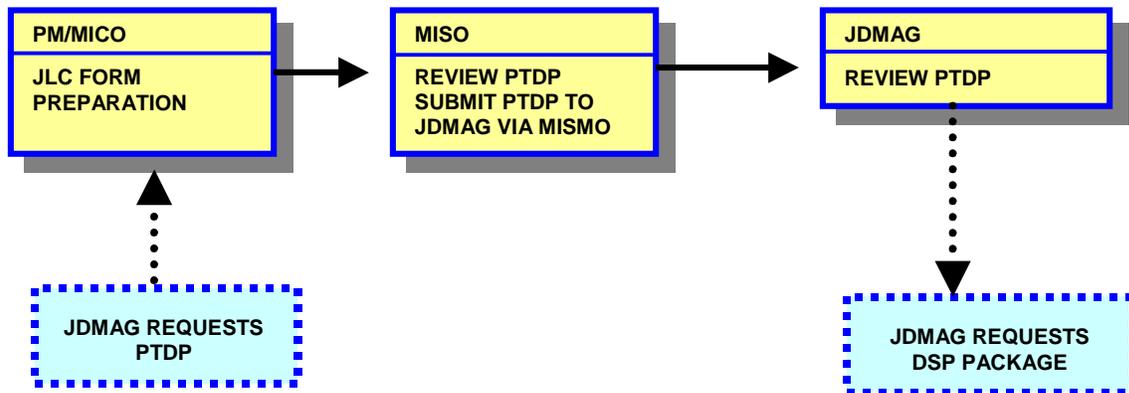
(1) A Program/Technical Data Package (PTDP), as it relates to DMI, provides both program and technical data required to initiate development of a Depot Support Proposal (DSP) Package. The PTDP identifies what is being reworked, unique technical information or processes, equipment/facilities and workload for peacetime and mobilization.

(2) NAVSEA acquisition and program managers are responsible for providing a complete and adequate PTDP. This PTDP will be used by NAVSEA industrial activities as well as other Services to prepare DSP responses. It is therefore critical that these PTDPs be complete and accurate. Processing an incoming PTDP through the DSP Package Development Process is discussed in paragraph 4.9 of this Guide.

(3) A complete PTDP consists of JLC Forms 28 (if not previously submitted or updated if necessary) through 32, plus any technical publications, engineering drawings, schematics, specifications and other information listed thereon, or that are requested by the JDMAG to support its study. JLC Form 28 provides a list of depot repairable items for the candidates listed on JLC Form 27 in the Introductory Package. JLC Form 29 provides detailed information on the repair/ rework, test and calibration of each end item listed on JLC Form 28. JLC Form 30 identifies new or novel repair techniques or processes requiring unique equipment, facilities and trade skills associated with the repair, test and calibration of repairable items. JLC Form 31 provides depot workload projections, by fiscal year, for the repairable items listed on JLC Form 28. JLC Form 32 identifies the projected mobilization depot workload for peak fiscal years.

##### **b. Program/Technical Data Package Development**

(1) The PTDP Development Process, second part of the DMI Process, is performed through a team effort among key Navy and NAVSEA points of contact. After reviewing and registering Introductory Packages, the JDMAG will notify the introducing Service of any additional data requirements and requests a PTDP from the Service. The PTDP Development Process is illustrated in Figure 4-5.



**Figure 4-5 THE PROGRAM/TECHNICAL DATA PACKAGE DEVELOPMENT PROCESS**

(a) *Step 1 - JLC Form Preparation.* The AM/PM/PEO and MICO are responsible for the actual preparation of JLC Forms 28 through 32, which make up the PTDP. The program manager has ultimate responsibility for providing accurate technical data. The NAVSEA MISO is responsible for coordinating with the program manager and MICO during preparation of the JLC Forms. Upon their completion, the MICO submits the PTDP to the NAVSEA MISO for review.

(b) *Step 2 - MISO Review.* The NAVSEA MISO reviews the PTDP to ensure that all required items are included and that the data is adequate and complete. The MISO then submits the completed PTDP to the MISMO for review.

(c) *Step 3 – MISMO Review.* The Navy MISMO reviews the PTDP for completeness and accuracy and forwards it to the JDMAG.

(d) *Step 4 - JDMAG Review.* The JDMAG reviews the PTDP and, based on known engineering and technical competence in accordance with assigned missions, will send a copy of the PTDP to each appropriate competing candidate depot and request each depot to submit a DSP Package to the JDMAG (the third part of the DMI Process).

## 4.8 The DSP Package Development Process

### a. Definition

(1) A DSP is a competitive bid package prepared by each Service's depot being considered for DMI. The DSP Package contains data further substantiating the candidate depot's capabilities and provides a final chance to bid on DMI services for the

system, equipment, or item under consideration. The DSP Development Process is a competition, in that each participating Service competes against the other participating Services for the workload.

(2) The JDMAG reviews each candidate depot's DSP Package and, based on the data provided, determines which depot is most capable of supporting each item being considered for DMI. Capable depots are then recommended as DSORs.

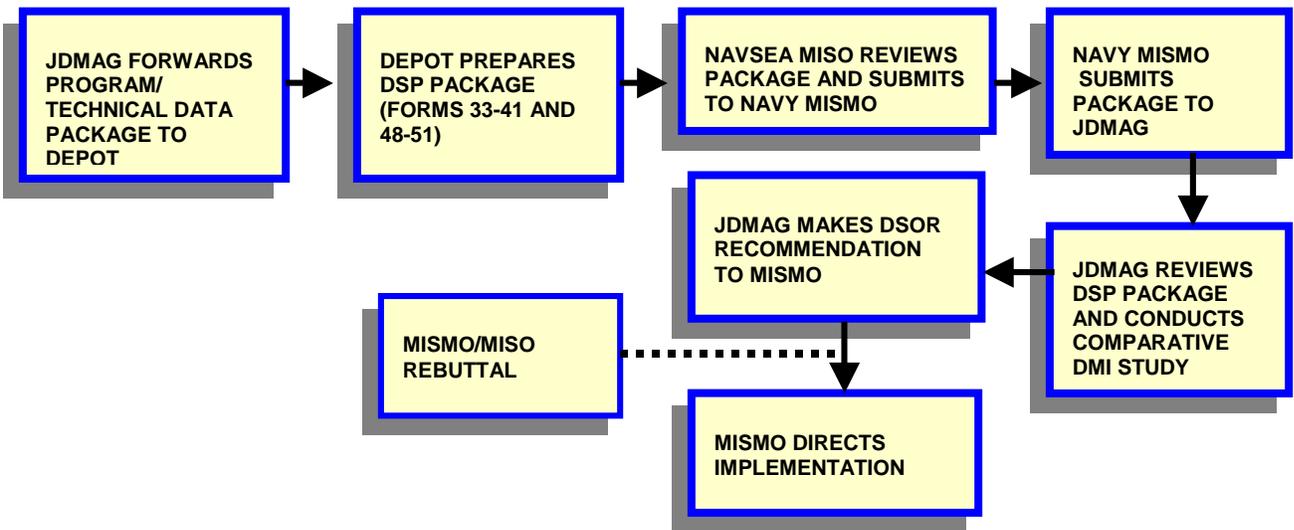
(3) The DSP Package consists of JLC Forms 33 through 41 and 48 through 51. JLC Form 33, the cover page, identifies information pertinent to the development and submittal of the Bid. JLC Form 34 is a summary of the total Bid package. JLC Form 35 identifies the quantity, cost and availability of Common Support Equipment. JLC Form 36 identifies this same information for Peculiar Support Equipment and JLC Form 37 provides it for Industrial Plant Support Equipment. JLC Form 38 identifies costs and type of facility alteration or construction needed to support the candidate system. JLC Form 39 describes the candidate depot repair expertise on any workloads that are similar to the new system. JLC Form 40 identifies peacetime workloads; JLC Form 41 summarizes these workloads, JLC Form 48 identifies repair cost projections, JLC Form 49 gives a repair cost projection summary, JLC Form 50 provides a unit cost comparability worksheet and JLC Form 51 identifies training costs.

#### b. DSP Package Development

(1) The DSP Package Development Process, required for the comparative DMI study, is the third part of the DMI Process. A PTDP, developed in the second part of the DMI Process, will be provided by the JDMAG to the candidate depots. The PTDP is the basis for preparing the DSP Package and provides the technical data and new technology requirements information needed to develop the bid proposal.

(2) The DSP Package Development Process, as shown in Figure 4-6, consists of six steps and may be initiated in advance of the formal JDMAG request, depending on when program data becomes available.

(a) *Step 1 - JLC Form Preparation.* The AM/PM/PEO and MICO, in coordination with the NAVSEA MISO work together to prepare the DSP Package. The candidate depot repair point (DRP) develops the details of the Bid; the program or acquisition manager provides the requirements, structure and status; and the NAVSEA MISO provides guidance and direction to structure the bid package to minimize new acquisition costs and maximize previous Navy investments.



**FIGURE 4-6 THE DSP PACKAGE DEVELOPMENT PROCESS**

The MICO at the candidate DRP coordinates collection of the information and data needed to complete JLC Forms 33 through 41 and 48 through 50. These completed forms make up the DSP Package. When the DSP Package has been completed, the depot MICO reviews it and submits the package to the NAVSEA MISO.

(b) *Step 2 - MISO Review.* The NAVSEA MISO reviews the DSP Package to ensure all required elements have been addressed. The DSP review includes the cost of the following elements:

- Technical Data Requirements.
- Facilities.
- Support Equipment.
- Training.
- Capability and Capacity to meet peacetime and mobilization requirements.
- Workload standards.

After reviewing the DSP Package and making any necessary corrections, the NAVSEA MISO will submit the package to the Navy MISMO (AIR 6.1.3).

(c) *Step 3 - MISMO Review.* The MISMO reviews the DSP Package for accuracy and adequacy of required information and then forwards the package to the JDMAG for review.

(d) *Step 4 - JDMAG Review and DMI Study.* The JDMAG reviews the DSP Package to ensure that all required information has been provided and then

conducts a Comparative Analysis Study. This Comparative Study is conducted following the DSOR evaluation determinants referenced in OPNAVINST 4790.14A. The comparative analysis methodology provides a basis for comparing the organic depot facility with equipment and training costs necessary to establish a capability. The Process determines the specific depot site at which the capability and capacity to support the item(s) under both peacetime and mobilization conditions can be established.

The primary determinants in conducting the Study are as follows:

- Initial capital investment costs for support equipment (including Automatic test equipment (ATE) and associated software).
- Facility construction/renovation/alteration.

The Study will result in a JDMAG recommendation for assignment of a DSOR.

(e) *Step 5 - DSOR Recommendations.* JDMAG recommendations will be submitted to all Service MISMOs for review and staffing or acknowledgment. These recommendations are forwarded by the JDMAG with a complete listing of all depot repairable items associated with the workload. Service MISMOs must provide concurrence or non-concurrence within 45 days from the date of the recommendation. Unanimous agreement among the MISMOs or a decision by the JG-DM is required before a formal decision is rendered.

Agreement on a joint Service decision will be announced by the JDMAG within 15 days of the MISMO's concurrence. The Navy MISMO will then announce the joint Service decision to the appropriate Command(s) upon receipt of the JDMAG decision letter.

The Principal MISO is responsible for initiating the Implementation Plan, as well as DMISA negotiations and/or ensuring appropriate Nonconsumable Item Material Support Code (NIMSC) registration if implementation is by credit exchange/NIMSC 5 instead of DMISA.

(f) *Step 6 - DSOR Recommendation Rebuttal.* If the NAVSEA MISO/Navy MISMO do not agree with the JDMAG recommended DSOR decisions, the NAVSEA MISO can rebut the decision to the Navy MISMO, providing justification and facts to support rebuttal of the DSOR decision. If agreement cannot be reached among the MISMOs, the JG-DM will render the final decision.

Once this process is completed the JDMAG will issue a DSOR decision letter including the names of Principal and Agent Activity to the affected MISMO. After DSOR recommendations are made, the DMISA Implementation Phase (Phase 7 of the DMI Life Cycle – Figure 4-1) begins.

## 4.9 Interservice Implementation

Workloads may be interserviced by two methods: DMISA or credit exchange. Credit exchange, sometimes called Nonconsumable Item Material Support Code (NIMSC) 5, derives from a joint Service program called the Nonconsumable Item Program (NIP). NIMSC 5 is the NIP code for conducting a credit exchange on depot level repairables. NAVSUPINST 4790.7 details the NMSC 5 implementation procedures that govern all multi-Service used national stock numbered nonconsumable items assigned to a Primary Inventory Activity (PICA) for wholesale management. Other methods such as a Memorandum of Agreement (MOA) or Memorandum of Understanding (MOU) or funding via Military Interdepartmental Purchase Request (MIPR) are acceptable for interim periods but must be formalized by one of the two authorized methods.

a. Implementation Plan: An implementation plan is required for all DSOR decisions that assign workload across Service lines. The plan will be initiated by the Principal MISO (the MISO whose Service is receiving depot support) and, following coordination with the Agent MISMO (the MISMO whose Service is proving the depot support), and be submitted to the Principal Service within 90 days of the date of that MISMO's decision notification letter. A copy of the approved plan will be provided to other involved Service MISMOs and to the JDMAG.

b. Implementation Plan Requirements: The implementation plan should identify significant actions necessary to implement the interservice assignment of the Principal's workload in the Agent's depot activity. Milestones are required that support the requirements of the Principal. The Plan must identify responsible commands, centers and offices for each action. The plan will be maintained by the Principal and Agent MISOs until implementation is complete. The Principal MISO will furnish copies to the involved Service MISMOs and JDMAG when significant breaches or changes occur (i.e. milestones missed or revised, actions deleted, added or revised).

## 4.10 Developing and Negotiating DMISAs

### a. Definition

(1) A Depot Maintenance Interservicing Support Agreement (DMISA) is a formal contractual document that is prepared between two or more Services to perform interservice workload.

(2) As noted in the previous paragraph, using a DMISA is one of the two basic methods for implementing a DMI decision. The Principal (requiring Service) MISO is responsible for developing an initial draft DMISA for the approval/coordination of the Agent (performing Service) MISO. Signature by both parties on the DMISA constitutes formal agreement between the Principal and Agent.

## b. Implementation by DMISA

(1) NAVSEA MISO. In the role of Principal, the NAVSEA MISO is responsible for the timely preparation of the draft DMISA and for negotiation with the Agent MISO. This is done during Phases 5 and 6 of the DMI Life Cycle as shown in Figure 4-1. The NAVSEA MISO, as Principal, starts the process upon completion of Phase 4 (DSOR Decision) notification by requesting an acceptance DMISA number from the Agent MISO. The DMISA number is a standardized, fifteen character alpha-numeric that quickly identifies the Agent, fiscal year, DMISA sequence number, amendments, Principal Service and Principal activity. This number is developed in accordance with the policy established in OPNAVINST 4790.14A.

(2) MICO. A MICO is located at each NAVSEA industrial activity, normally in the command's business office. The MICO is primarily responsible for coordinating and acting as the industrial activity's central point of contact, both internally and externally, for all efforts concerning the negotiation, implementation and accomplishment of a DMISA on matters such as man-hour rates, funding, schedules, capacity, and production status reporting. The MICO further assures the validity of technical documentation supporting Principal DMISA exhibits and can, when directed by NAVSEA, act as an agent of the NAVSEA MISO for DMISA negotiations.

(3) NAVICP - M. The Naval Inventory Control Point, Mechanicsburg is designated as the NAVSEA Program Support Inventory Control Point (PSICP). NAVICP - M, with respect to a Principal DMISA, provides integrated material management functions such as cataloging direction, requirements computation, procurement direction, distribution management, disposal direction and general repair direction. NAVICP - M also plays an important role in field generated repairables items removed from major assemblies and replaced with a like item drawn from the supply system.

## c. DMISA Format

(1) The standard DMISA format has four basic parts:

(a) Title/Administration: Includes a title page with provisions for authorization, distribution, and number of copies; a table of contents; notations of deviations made to the standard format; notations of changes made to the agreement as a result of periodic reviews; and periodic review certification sheets.

(b) Terms of Agreement (Section I): Addresses the purpose and authority for the agreement; effective dates; conditions for termination and reviews; names of coordination representatives; established guidelines for liaison visits and contract administration; and provisions for negotiation and management of the agreement.

(c) Material Support (Section II): Outlines procedures for shipment of assets; emergency repair provisions; item accountability; depot material support; support equipment procurement; maintenance material source changes; disposition of assets at termination; and recovery of precious metals.

(d) Exhibits: Apply to categories such as schedule and cost data; projected requirements; bill of material; safety procedures; monthly production reports; tools and equipment; and non-engineering requirements.

#### d. DMISA Negotiations

(1) An easier negotiation process will result when a quality draft has been put together with associated well planned exhibits. The total DMISA should be treated as a contract between the Principal and Agent and should reflect all requirements of both parties.

(2) After the draft is completed, the Principal MISO will formally submit the document to the Agent MISO for review and input of Agent-related data. The Agent MISO's parent organization furnishes comments and necessary data inputs. The Agent MISO will then identify areas requiring negotiation and formally return the draft DMISA to the Principal MISO.

(3) The final step should be face-to-face negotiating meeting and signing of the DMISA.

### 4.11 Other Requirements

#### a. Decision Tree Analysis (DTA)

(1) One of the most important tasks that must be performed is a DTA for an organic or commercial SOR decision. The DTA drives the depot maintenance planning process as well as impacts Life Cycle costs for the system. Policy for conducting a DTA is implemented in the Navy by SECNAVINST 4860.42C.

(2) The DTA results not only provide the basis for a recommended organic or commercial DSOR but also furnish its justification.

(3) The DTA results will also be used as substantiation for JLC Form 44 (Depot Maintenance Planning Information).

#### b. Phased Support Plan (PSP)

(1) The PSP is a dynamic document that has been developed to identify the logistics support necessary to implement the maintenance plan at all three levels of maintenance. It is used to track organic maintenance capability development at the

repairable component and system levels. It is used to track transition of contractor support to Navy support.

(2) The initial PSP is usually developed by the prime contractor and delivered to the Navy in the format described by the applicable contract Data Item Description (DID). Since this usually occurs during the System development and Documentation Phase of acquisition, prior to depot assignment, the depot portion will be generic in nature. Upon assignment of a DSOR, the PSP will be tailored specifically for the site, paying particular attention to the following major items:

- (a) Milestones.
- (b) Funding requirements.
- (c) Planned transition date.
- (d) Plans for full capability establishment.

#### c. Transition Plan

(1) For those systems that do not have a Phased Support Plan, a Transition Plan will be required to transition repair from commercial to organic repair. Transition normally occurs by entire system, if possible; or as a minimum, by weapon replaceable assembly. The MISO/MICO will develop and provide a Transition Plan to NAVICP-Mechanicsburg at least 180 days prior to depot capability certification. The MISO/MICO have the following tasks to accomplish during the Transition Process:

- (a) Coordinate actions with NAVSEA/NAVICP to resolve any impediments in the Transition Process.
- (b) Monitor the Master Repairables Index List (MRIL) to ensure update.
- (c) Monitor negotiated workload schedule for transitioned components.

