



DEFENSE CONTRACT MANAGEMENT AGENCY

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MEMORANDUM FOR RECORD

SUBJECT: Clarification of Navy Service Guidance

References: (a) DCMA-INST 8210-1D, February 6, 2023

This standard memorandum is for Component Heads with Aircraft Operations involving Navy non-production contracts covering upkeep, repair, overhaul, and modification of Naval Type/Model/Series (TMS) aircraft. The purpose is to provide clear guidance on how and when to apply Navy Service Guidance as defined in DCMA 8210-1D, paragraph G.1.65.2, and more specifically, how to determine which NAVAIR/Technical Order (TO) maintenance manuals are applicable for the execution of the individual contracts. DCMA-INST 8210-1D (NAVAIRINST 3710.1H), contains ambiguous language which could lead to the incorrect interpretation of which NAVAIR/TO maintenance manual should apply to non-production contracts. Therefore, the following guidance is offered to provide clarity and uniformity of application. This guidance has been reviewed and approved by the Navy Service Waiver Authority for DCMA-INST 8210-1D.

The following information applies solely to Navy non-production contracts covering upkeep, repair, overhaul, and modification of Naval TMS aircraft. Unless otherwise required by contract, contractors have the option to either follow Original Equipment Manufacturer (OEM) or NAVAIR/TO maintenance manuals. The questionable area is what is considered a NAVAIR/TO maintenance manual in context to Service Guidance? The "NAVAIR/TO maintenance manual" should be understood to be the specific airframe maintenance manual (often referred to as weapon system specific guidance). When airframe maintenance manuals refer out to the Naval Aviation Maintenance Program (NAMP), COMNAVAIRFORINST 4790.2 or other generic Naval maintenance manuals, only that specific task referenced is considered Service Guidance. For example, if the F/A-18 maintenance manual states to use the 01-1A-17 when drawing hydraulic samples, the -17 then is Service Guidance. In this instance, the F/A-18 maintenance manual is considered Service guidance according to reference (a) G.1.65.2 and the -17 is considered second tier guidance, and thus Service Guidance as defined in reference (a) paragraph G.1.65.

The verbiage "...or applicable NAVAIR/TO maintenance manuals" is not intended to directly mean the entire NAMP and other generic maintenance manuals. These do not fall into that criterion particularly because Chapter 11 of the NAMP comments on contract maintenance for Naval aircraft and it specifically states, "The entire NAMP must not be put on contract." It is only applicable when specifically referenced on contracts or when the applicable airframe maintenance manual refers to it for a condition as a second-tier requirement. The NAMP Chapter 11.1.7 and supporting paragraphs state the following, "The NAMP was written for Sailors and Marines to maintain Naval aircraft (to include all experience levels, all ground and shipboard conditions, in peace and in combat). It was never intended to define how a contractor, with experienced, qualified maintainers in a stable maintenance environment, should work on our aircraft. The NAVAIRINST 3710.1 was written to provide the required government oversight for contractors." If the Navy

expects certain elements of the NAMP to be followed, it will be written into the contract. For instance, when aircraft records must be in the Service format to meet NALCOMIS OOMA requirements to document completed repairs, or when aircraft are to be maintained to fleet standards.

In conclusion, understanding how and when to apply this guidance is paramount for the safety of Naval assets and administering contracts to the appropriate standard. In reference to this instruction, the NAVAIR/TO maintenance manual is considered to be the specific airframe maintenance manual. Bottom line is to administer the contract as written and ensure the contractor's procedures complement contractual requirements, DCMA-INST 8210-1D, and Service Guidance as described in this memorandum.

The DCMA-AO POCs for this policy clarification as well as questions about the application of Navy Service Guidance is Mr. Steve Wyllie, 804-625-9166, steven.w.wyllie.civ@mail.mil and Mr. Michael Fludovich, 804-279-4318, michael.a.fludovich2.civ@mail.mil. The Navy POC is the Service Waiver Authority, Mr. James Rankin, 301-757-2246, james.w.rankin10.civ@us.navy.mil.

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Attachment(s): None

Link(s): None