



## DEFENSE CONTRACT MANAGEMENT AGENCY

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30 June 2022

### MEMORANDUM FOR RECORD

SUBJECT: Clarification of Army Service Guidance

References: (a) DCMA-INST 8210.1C Change 1, 05 April 2017

This standard memorandum is for Component Heads with Aircraft Operations involving Army contracts. The purpose is to provide clear guidance on how and when to apply Army Service Guidance as defined in DCMA 8210.1C Chg1, paragraph 1.58.3, and more specifically, how to determine which technical manuals (TM) are applicable for the execution of the individual contracts. Historically, DCMA-AO has observed that the application of these requirements has not been standardized across the Agency, and in some cases has caused constructive change to the execution of contracts. Therefore, the following guidance is offered to provide clarity and uniformity of application. This guidance has been reviewed and approved by the Army Service Waiver Authority for DCMA-INST 8210.1C Change 1.

Original Equipment Manufacturer (OEM) production facilities: For production aircraft, prior to acceptance into the Army inventory, the contractor may use equivalent OEM/industry standards or applicable Service TMs, as they would apply. Bottom line, some form of TMs will be followed, whether OEM (e.g., data instructions, engineering guidance) or Service. This approach does not change the remaining Service Guidance from the contract, SOW, PWS, paragraph 1.58, or specific Service Guidance identified in paragraph 1.58.3. As an example, AR 95-1 requires the usage of TM 55-1500-342-23 (Army Weight & Balance Manual) and must be followed at all times. If the aircraft is post DD-250 and in the Army inventory, then Army Service TMs would be the applicable TMs to use.

Non-production (Non-OEM) facilities for Maintenance, Repair, and Overhaul (MRO) work: MRO work on Government Furnished Aircraft (GFA) will follow 1.58.3 and use applicable TMs as they apply. These are normally Army Service manuals, but in some situations could be OEM technical guidance. An example would be an Army fixed wing aircraft (excluding UAS) where OEM manuals are used for maintenance and ground operations (Army TMs do not exist). The contractor would be expected to follow that guidance because it is applicable technical guidance to the work performed.

In both of the scenarios, the APT must follow the requirements of Reference (a), paragraph 3.5 in working with the contractor and program office to determine which Service Guidance is applicable (mostly by what is on contract, or in the SOW/PWS). It is highly recommended the APT meet with the contractor and develop a list of mutually agreed upon Service Guidance (if not called out within the contract) that is applicable to the work performed. This should be documented in a memorandum for record and maintained on the APT standard page. Doing this will help manage expectations, specifically identify requirements at your site, and help with GFR turnover and differing Government opinions. In the event the APT and the contractor do not agree with the applicability of one of the documents, elevate IAW DCMA 8210.1C Chg1, paragraph 3.16.

Understanding how and when to apply this guidance is paramount for the safety of Army assets and administering contracts to the appropriate standard. Whether your location uses OEM or Army TMs depends on the status of the aircraft and the work being performed. To assist with making these determinations, DCMA-AO has developed a set of training slides that are available on the AO resource page, and we will also be offering training sessions for specific Army sites as needed.

The DCMA-AO POCs for this policy clarification as well questions about the application of Army Service Guidance is Mr. Steve Wyllie, 804-625-9166, [steven.w.wyllie.civ@mail.mil](mailto:steven.w.wyllie.civ@mail.mil) and Mr. Michael Fludovich, 804-279-4318, [michael.a.fludovich2.civ@mail.mil](mailto:michael.a.fludovich2.civ@mail.mil).

For

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Attachment(s): None

Link(s): [Army SG Training](#)