

The major portion of Transportation Corps depot level maintenance has been and will continue to be performed on a contract basis with the remainder being accomplished inhouse or by cross-service agreements.

A general feel for the magnitude of the program can be appreciated by the amount of the annual budget for overhaul which is about \$25 million.

I shall first discuss our experiences.

## II. AIRFRAME OVERHAUL

In 1957, when we assumed responsibility for depot overhaul of aviation equipment, the Army instituted the standard configuration and modification program—SCAMP—for airframe overhaul.

This program was designed to inspect the entire aircraft on a 3-year cyclic basis and to perform all maintenance which was due or shortly to become due; to incorporate all outstanding modifications and technical order compliances; and to bring the aircraft to the user in the maximum state of operational readiness economically practicable.

The scheduled cost of SCAMP was consistently about four times the funds available for this program. Also, experience and research gave evidence that, with proper preventive maintenance and active technical followup with field commanders, no great amount of airframe deterioration need be anticipated. Therefore, the Army adopted the inspect and repair only as necessary—IROAN—program.

IROAN is predicated upon the Army field commander performing that preventive maintenance and installing those modifications which are authorized for his echelons of maintenance. With increasing maintenance capability in the field Army, this assumption has been found to be tenable.

IROAN is not a cyclic principle. Aircraft are nominated for overhaul by commanders only as they show evidences of deterioration beyond his capability to curb by preventive maintenance.

Crash damage aircraft also are overhauled under the IROAN program. During the past year, the total cost of IROAN of Army aircraft, including crash damage aircraft in the continental United States, has been only slightly over a million dollars. This may be compared with estimates of approximately \$16 million which would have been required under the previous SCAMP principle.

We cannot be certain at this time that this cost will not increase as weaknesses in preventive maintenance performance or requirements make themselves apparent. However, the principle does seem to be sound and we are now overhauling aircraft by contract under the IROAN principle which specified that the contractor will return the aircraft to a satisfactory used equipment status. Specifications have been devised which establish the standards of used equipment to which aircraft are to be overhauled.

Up to date we have received very few nominations of aircraft for IROAN from field commanders, except for crash damage equipment. There are no recorded instances of excessive deterioration when prescribed preventive maintenance has been performed.

We feel that the cost of this program has been minimized to the maximum extent practicable within the framework of our present mode of operation.