

GLOSSARY

Allowance Equipage List (AEL)

A document which lists the portable equipage, repair parts, and consumable items authorized and required to be on board a ship for the performance of its mission. The AEL material is identified as Operating Space Items (OSIs) collectively known as equipage.

Allowance Parts List (APL)

A technical document that lists all maintenance significant repair parts for each system and major components onboard. The quantity of each repair part and/or equipage item authorized to be carried onboard a ship is shown on the Stock Number Sequence List (SNSL) and is determined by a computation for each item listed in the COSAL.

Alteration

Any change in the hull, machinery, equipment, or fittings that involves a change in design, materials, number, location, or relationship of an assembly's component parts whether the change is separate from, incidental to, or in conjunction with repairs.

Alteration Bill of Material Source Code (IBOM)

A code in FMPMIS indicating the action or document which last initiated a change to the Bill of Material (BOM) (e.g. IBOM = 8 – No material required, IBOM = 3 – SAR BOM, etc.)

Alterations Equivalent to a Repair (AER) An AER (formerly known as a Letter AER for Surface Ships, an Alteration & Improvement (A&I) for Submarines, and an Alteration Request (AR) for Aircraft Carriers) is a permanent alteration formally approved by the SPM, typically via letter, that meets one or more of the TYCOM alteration attributes and all of the following criteria:

- It does not impact Battle Force Interoperability (BFI).
- It does not impact the ship's stability records (weight and moment).
- It does not impact or alter the 3-dimensional footprint of the equipment it is replacing.
- It does not impact shipboard distributive systems (i.e. water, ventilation, electrical, power), their SSR or interfacing equipment or systems; compartmental arrangement records; or Damage Control records.
- It does not impact Manpower and Personnel.

Alteration Installation Team (AIT)

A Navy team (military, civilian or civilian contractor team under the direction of Navy personnel that is trained and equipped to accomplish specific SHIPALTs or temporary modifications on specified ships.

Alteration Material List (AML)

This is Block 23 on the SAR. All Logistically Significant Material (LSM) is listed on the SAR AML and any other material required. The SPM is responsible for entering the material in FMPMIS.

Amalgamated Military and Technical Improvement Priority (AMTPRI)

Alterations are prioritized for each class of ships based on essentiality or criticality in meeting the required operational capability (ROC). The priority for Title "K" and "KP" alterations are assigned by CNO and Title "D" and "F" alteration priorities are assigned by the

TYCOM. The priority serves as the basis for programming actions. A code may be entered in this field when no priority is warranted, or to suspend or cancel an alteration. (Example: 900 codes are to cancel; 800 codes are suspension codes.)

Annualized

Annualized means that installation and advance planning funding should come from the budget fiscal year (FY) in which the requirements exist, rather than the budget FY in which the Headquarters Centrally Provided Material (HCPM) is procured.

Apportioned

Funds given to an accomplishing activity.

Appropriations Purchase Account (APA)

All stock material procured directly under Navy Procurement appropriations other than Marine Corps appropriations and other than stores is included in the Navy Stock Account (NSA). It is Hardware Systems Command (HSC) material. All APA material is issued on a non-reimbursable basis when the material is to meet a Fleet requirement (e.g. overhaul).

Availability

Scheduled assignment of a ship to an industrial activity for the purpose of accomplishing repairs or performing maintenance and/or modernization. Specific types of availabilities assigned ships are:

- **Depot Modernization Period (DMP)** – An industrial availability for accomplishment of major high priority warfare improvement alterations and such essential maintenance as necessary to ensure unrestricted operations to design test depth. A DMP is designed to increase SSN fleet operational availability by replacing the first non-refueling ROH for SSN 700-718.
- **Dry-docking Phased Maintenance Availability (DPMA)** – A phased maintenance availability extended to include drydocking of the ship.
- **Dry-docking Selected Restricted Availability (DSRA)** – A selected restricted availability extended to include drydocking of the ship.
- **Extended Refit Period (ERP)** – A 60-day planned availability for SSBN nuclear submarines scheduled approximately 4 ½ and 7 ½ years after overhaul to accommodate accomplishment of major industrial and intermediate level work items.
- **Fitting Out Availability (FOA)** – An availability at the shipyard designated as the fitting out activity to place onboard the material specified in the ship's allowance lists.
- **Intermediate Maintenance Availability (IMAV)** – An availability at an Intermediate Maintenance Activity for the accomplishment of repairs and modernization. These availabilities may be planned and scheduled or emergent. During these availabilities, the ship may be rendered incapable of fully performing its assigned mission and tasks because of the nature of the repair work.
- **Phased Maintenance Availability (PMA)** – A short, labor intensive availability for the accomplishment of general repairs and modernization by industrial activities. Ships assigned to Phase Maintenance Programs are maintained through PMAs in lieu of Regular Overhaul (ROHs).
- **Post Shakedown Availability (PSA)** – An availability assigned to newly built, activated or converted ships upon completion of a shakedown cruise. The PSA will normally be of 1 ½ - 4 months duration and will be completed no later than the end of the eleventh month after completion of fitting out at which time SCN funding and

work authority terminates. Work performed shall be limited to correcting defects noted during the shakedown cruise and those remaining from Acceptance Trials.

- **Restricted Availability (RAV)** – An availability assigned for the accomplishments of specific items of work by an industrial activity during which the ship is rendered incapable of fully performing its assigned missions and tasks. Restricted Availabilities are assigned by TYCOMs.
- **Selected Restricted Availability (SRA)** – An availability scheduled by the CNO for the accomplishment of repairs and selected alterations by industrial activities sometimes with intermediate level maintenance. These short, labor-intensive availabilities are assigned to accomplish work that is required to sustain the material condition of the ship between overhauls, particularly those ships on extended operating cycles. They are scheduled sufficiently in advance to ensure advanced planning time and funds are effectively utilized.
- **Technical Availability (TAV)** – An availability for the accomplishment of specific items of work by a repair activity, during which the ship's ability to fully perform its assigned mission and tasks is not affected.
- **Voyage Repairs** – Emergency work necessary to repair damage sustained by a ship to enable the ship to continue on its mission and which can be accomplished without requiring a change in the ship's operating schedule or the general streaming notice in effect.

Best Estimated Delivery Date (BEDD)

The best estimated delivery date of a material item as determined by the material/equipment manager.

Bill of Material (BOM)

A complete listing of material requirements in FMPMIS for alteration installation.

Centrally Provided Material (CPM)

CPM is provided to the installing activity by the cognizant material manager or other central activity as determined by the Ship Program Manager (SPM). It may be provided by NAVICP/DLA, PERA, ISEA, or Planning Yard. Factors considered in designating CPM are technical and quality constraints, logistics support requirements, and material criticality. Activities designated to procure CPM will be responsible for the material control and management functions including full logistics support.

Change in Funding Document Scope

Funding documents issued to field activities for accomplishment of work under the FMP should be specific, definite, and certain as to the work to be performed. Change in scope amendments to funding documents which increase the scope of work may be made at a time during the fiscal year for which the appropriation obligated is available for new obligation. Changes which decrease the scope may be made at anytime. Change in scope amendments to funding documents should also be specific, definite, and certain as to the work to be performed. Further, they should be issued only as specifically needed to accommodate emergent requirements.

Change in Program Scope

An action which adds, expands, subtracts, or decreases work delineated in the currently approved funding document or references thereto. Any addition or decrease in end items (e.g. equipments installed) or in the nature of work required or material procured which differs from the requirement stated in applicable SHIPALT technical documentation or tasks delineated in the

currently approved funding document or references thereto will be considered a change in Program Scope.

CNO Escrow Account

A management account to isolate funds released as a result of the cancellation or deferral of previously programmed and funded alteration installations or support. It is for use by the Program Manager, CNO (OP-43), when it is required to finance unbudgeted cost increases or emergent work associated with the FMP. All FMP funds released from program as a result of cancellation or deferral are transferred to the CNO Escrow Account and may not be transferred out of that account except as directed by CNO (OP-43). NAVSEA 914 has responsibility for NAVSEA's management of the CNO Escrow Account.

Configuration Data Manager (CDM)

A Configuration Data Manager is a designated activity, assigned by ship class, having total responsibility for the completeness and accuracy of data within the SCLSI Data Base.

Coordinated Shipboard Allowance List (COSAL)

The basic documents for assembling and placing on board equipment/component repair parts and special tools, equipage, and supplies. The documents also provide essential information for shipboard management of the material (e.g. identification, requisitioning, stowage, inventory, and maintenance of stock records).

Configuration Overhaul Planning (COP)

COP identifies and documents alterations expected to be made to a ship during an availability. This documentation contains the logistics elements required to support the NSA/IA during the availability period, provide the CDM with the necessary data to update the SCLSI Data Base and, through the SCLSI process, assures the ship has accurate, complete configuration and logistics records at EOA. COP data is submitted to the CDMs via the Planned Installation Report (PIR). The responsibility for COP resides with the Planning Yard.

Cost and Feasibility Study (C&F)

A detailed study of a PMI/PSI which provides additional technical information and installation cost estimates. Used by CNO to decide whether or not to proceed with the development of the proposed improvements.

Depot Level Maintenance

Maintenance which requires skills and facilities beyond the level of the organizational and intermediate levels and is performed at Naval shipyards, private shipyards, NSRFs or other shore-based activities. Approved alterations and modifications, which update and improve the ship's military and technical capabilities, are also accomplished.

Design Agent

The Planning Yard, Overhaul Shipyard, or Planning SUPSHIP that is assigned responsibility for engineering support for SHIPALT development and technical support to overhaul activities for planning and accomplishment of SHIPALTs in specific availabilities.

Design Services Allocation (DSA)

The Design Services Allocation is a funding line which provides for design and SHIPALT development work including SAR, SID, MDS, LAR, and SSR update including Configuration Overhaul Planning (COP).

Electronic Field Changes

Any modification or alteration made to electronic equipment after delivery to the government.

Emergent Installation Report (EIR)

For the purposes of this manual, “emergent” is defined as configuration changes not identified in the COP/PIR Reports and/or not identified in the SPM planning documentation. An EIR is to be completed by the NSA and submitted to the CDM for any alteration not addressed by a PIR. This definition is not to be construed as altering or affecting the definition of “emergent” as used in the contracting/work package identification cycle of SHIPALT planning. An EIR can be in SCLISIS approved automated format or hardcopy.

End Use Item

A term applied to denote the ultimate use of a final combination of end products, subassemblies, component parts, and material ready for its intended use.

Engineering Change Proposal (ECP)

An improvement identified which includes development data necessary to convert the proposal into a Formal Engineering Change Proposal. It fully describes the improvement, identifies major material requirements, and estimates the quantity of installations and the cost of each. It is approved by a Configuration Control Board.

Field Change (FC)

A Field Change is any modification or alteration made to equipment after delivery to the government. They are modifications resulting from approved Engineering Change Proposals.

Final Review Estimate (FRE)

These estimates provide a mechanism whereby NAVSEA SPMs and the accomplishing activity formally agree on the cost of each of the alterations to be done during the availability. Final review estimates are due from the NSA 45 days prior to SOA or 45 days prior to WPIC.

Fleet Modernization Program (FMP)

The Fleet Modernization Program provides the management structure by which the characteristics of ships of the active and reserve fleets are improved. Changes to ship characteristics are accomplished by SHIPALTs, MACHALTs, ORDALTs, TEMPALTs, or Field Changes and are developed and installed when military, survivability, or technical characteristic considerations dictate ship configuration changes.

Fleet Modernization Program Management Information System (FMPMIS)

The official automated system supporting the information and decision support requirements of FMP managers Navy-wide. The FMPMIS data base contains data related to: ships and their availability schedules; alterations applicability; alteration material requirements and procurement status; and material, installation and outfitting costs. The FMPMIS data base is the authoritative planning baseline for FMP operations throughout the Navy FMP community.

Functional Identification Number (FIN)

The FIN is a five digit number, the first three (3) digits, left justified, identify the functional area, system or equipment which is impacted by the SHIPALT and the last two (2) digits identify the purpose for which the SHIPALT is being developed. The SAR originator assigns the FIN number.

Government Furnished Material (GFM)

Property provided by the government for the purpose of being incorporated into or attached to a deliverable end item or that will be consumed or expended in performing the contract. This material is provided at no cost to the shipbuilder and is not included in the shipbuilder’s contract price. This material is generally Headquarters Systems Command (HSC) material.

Headquarters Centrally Provided Material (HCPM)

HCPM consists of equipment provided by the Naval Sea Systems Command, Naval Air Systems Command and Space and Naval Warfare Systems Command. Material managers provide status of material requirements for programmed Ship Alterations (SHIPALTs) in the Fleet Modernization Program Management Information System (FMPMIS). This material is provided at no cost to the shipbuilder/IA and is considered GFM.

In-Service Engineering Agent (ISEA)

An activity delegated support functions by a system technical manager for the overall engineering, test, maintenance, and logistics requirements incident to a specific operational environment.

Incidental Material (IM)

IM is any Ship Alteration (SHIPALT) material requisitioned, fabricated or locally procured by the NSA that is not listed on the Ship Alteration Record (SAR) Alteration Material List (AML). This material is locally available, off-the-shelf, and logistics support is not required. Installation planning, control and management is the responsibility of the NSA. IM will normally be chargeable to alteration installation funds and will be requisitioned or purchased by the NSA. The FMP estimate which is entered in the Fleet Modernization Program Management Information System (FMPMIS) for IM must include “odd cog” items plus truly incidental items such as nuts, bolts, etc.

Installation Report (IR)

The IR is submitted by the NSA to the CDM to verify the accomplishment (or cancellation) of a planned alteration. An IR can be in approved SCLISIS automated format or hardcopy. The IR is a Planning Installation Report (PIR) that has been completed by the NSA. It contains information not known by the Planning Yard at the time of COP submission (i.e. equipment serial numbers).

Integrated Class Maintenance Plan (CMP)

An electronic web-based document that identifies the required periodic maintenance and repairs applicable to ships of a specific class during their operating cycles. Developed for each ship class following the concepts of reliability centered maintenance. The goal is to accomplish maintenance necessary to achieve maximum operational availability at lowest practical cost.

Integrated Logistics Overhaul (ILO)

ILOs are conducted in parallel with selected depot availabilities. ILO's re-outfit ships with all logistics products required to support the hardware installed in a ship. Additionally, ILOs offload unneeded logistics products for redistribution.

Integrated Logistics Overhaul (ILO) Team

Its responsibilities include the review, correction and update of the ship's existing configuration records and providing the ship with a completed integrated logistics package at EOA.

Integrated Logistics Review (ILR)

ILRs are conducted for shorter depot availabilities. ILRs concentrate on providing logistics products required to support newly installed hardware. Full performance of all ILO elements is completed over multiple ILR availabilities.

Integrated Logistics Support (ILS)

All drawings, training, technical manuals, test equipment, spare parts allowance, PMS documentation, and support equipment necessary to ensure the effective and economical support of systems and equipment for their life cycle.

Integrated Logistics Support Management Team (ILSMT)

Based upon a schedule promulgated by the SPM in the Integrated Logistics Support Management Plan (ILSMP), ILSMT meetings will begin at SOA. They will be scheduled for availabilities of five (5) months duration or longer or as determined by the SPM. For availabilities less than five (5) months, the SPM, may, at his discretion, schedule ILSMT meetings if the NSAs/IA ILS status report indicates that significant problems exist. ILSMT meetings provide the SPM an opportunity to identify deficiencies and take corrective action prior to EOA. The ILSMT consists of representatives from the SPM, NSA/IA, ILO/ILR, TYCOM, ISEA, and ship or other activities as designated by the SPM.

Intermediate Maintenance Activity (IMA)

The maintenance echelon consisting of Tenders, Repair Ships, and Shore Intermediate Maintenance Activities wherein Navy personnel with specialized facilities and training accomplish intermediate level repair work.

Interoperability Alteration

A modernization that:

- 1) Is an installation or modification of a system and/or software which provides information or data used to collect, display, evaluate, disseminate, or prosecute a track or target or used to plan the prosecution of a track or target. Some examples include but are not limited to the following: Weapons Systems, Combat Systems, Communication Systems, Intelligence Systems, Mission Planning Systems, Meteorological and Oceanographic (METOC) Systems, etc.
- 2) Is an installation or modification that impacts the certification, or changes an interface, to a system that meets the above criteria.
- 3) Is connected to or resides on the Integrated Ship Network System (aka, connects/loaded on IT-21 LAN).
- 4) Emits or receives Radio Frequency (RF) energy.
- 5) Has been designated a required shipboard system for support of an embarkable unit .

Inventory Control Point (ICP)

The organizational element within a system which is assigned responsibility for a system-wide direction and control of material. In a centralized system, the ICP may also perform the functions of a stock control activity.

Justification/Cost Form (JCF)

The JCF is the document used by the cognizant SPM to arrive at a management decision of whether or not to proceed with the development of a SHIPALT. The document in general will define the top level requirements and anticipated costs for a SHIPALT and may serve as the authorization to initiate SAR development. No SHIPALT development will be approved nor funding provided until a signed JCF exists.

Latest Acceptable Delivery Date (LADD)

The date, after which, the alteration cannot be completed within the time frame of the planned availability. This date is determined solely by the activity installing the alteration.

Level of Repair

The level of maintenance most likely to possess the necessary facilities and skill levels to achieve satisfactory repairs, i.e. depot, intermediate, or organizational level. Synonymous with maintenance level.

Liaison Action Record (LAR)

The Liaison Action Record is the formal documentation tool for the technical communications among Planning Yards, Naval Supervising Activities/Installing Activities, and NAVSEA when the technical communications is in regard to issued SHIPALT Records.

Life Cycle Manager (LCM)

The LCM is the headquarters or individual having technical and logistics responsibility for a system or equipment throughout its life cycle. The LCM plans and prepares alterations, including budgeting for funds required to acquire hardware, test and training equipment, new or modified technical manuals and PMS documentation, installation and checkout spares, MAMs and interim supply support.

List of Material (LOM)

Lists of Material are provided on all drawings. They list all material, equipment and assemblies required for one ship. Material lists are utilized for ordering material and for calculating weight and moment changes.

Locally Provided Material (LPM)

LPM is provided by the NSA. It may be requisitioned or procured from a commercial source of manufacture. It generally does not require logistics support. The NSA is responsible for full logistics support where it may be required. Material control and management are the responsibility of the NSA.

Local Stock Number (LSN)

A number assigned locally for tracking. These numbers should not be assigned to items of supply that qualify for the assignment of NSNs.

Logistics Element Manager (LEM)

The LEMs are responsible for developing and promulgating the policy and procedures necessary to ensure timely and adequate logistics support for a specific logistics element. These functions are largely centered in NAVSEA 04.

Logistics Review Process (LRP)

Performed at A-18 for all first-time installations of ACAT I, II, III or IV alterations. Chaired by NAVSEA 04L with assistance from activities directly involved in the planning and execution of SHIPALTs. During an LRP, an in-depth review of all SHIPALT applicable logistics will be conducted. The review is directed toward identifying all logistics that will be available by SOA as well as potential deficiencies that may not be corrected by SOA.

Logistically Significant Material (LSM)

LSM is defined as any material which requires any of the following ILS elements:

- a. On Board Repair Parts, including parts required for organizational level maintenance and installation and checkout spares.
- b. Technical manuals, including manuals required at any maintenance level.
- c. Navy Training Plan (NTP), including any material requiring new or revised training courses for personnel at any maintenance level.
- d. Planned Maintenance System Documentation, including all new or revised PMS Documentation.
- e. Test Equipment, including GPTE and SPTE.

All repairable items are included under the above definition. Any item which requires logistics support is logistically significant. Logistics significant material is generally CPM.

Long Lead Time Material (LLTM)

LLTM can be CPM or LPM. It has a manufacturing lead time of six months or greater. Advance planning funds are normally provided to the NSA/installing activity in conjunction with the Advance Planning Letter which assigns procurement responsibility.

Machinery Alteration (MACHALT) Program

A kit concept which enables HM&E changes to be accomplished in an expeditious manner, eliminating these changes from the formal SHIPALT process. A MACHALT is defined as a planned change, modification, or alteration to any HM&E equipment in service (shipboard or shore activities) when it has been determined by the MACHALT Configuration Control Board (CCB) that the alteration or modification meets all of the following conditions:

- * Can be accomplished without changing an interface external to the equipment or system.
- * Is a modification made within the equipment boundary or is a direct replacement of the original equipment design
- *. Can be accomplished without the ship being in an industrial activity.
- * Will be accomplished individually and not conjunctively with a SHIPALT or Other MACHALT.

Maintenance Assistance Modules (MAMs)

Remove and replace items used for diagnostic purposes in performing corrective maintenance on an equipment.

Material Identification (MTLID)

An NSN, TNICN, or nomenclature used to uniquely identify an item of material.

Material Representative (MATREP)

The Navy activity designated to stage material for Title “K” SHIPALTs and MACHALTs. Functions of the MATREP include requisition, receipt, inspection, storage and issue of staged material. MATREPs for Title “K” SHIPALTs are designated at Cheatham Annex for Atlantic Fleet installations and at Long Beach for Pacific Fleet installations. NAVSSES, Philadelphia serves as MATREP for MACHALTs.

Maintenance and Material Management (3-M) System

A management system for maintenance and maintenance support to enhance equipment operational readiness. OPNAVINST 4790.4 prescribes policies and procedures for the installation and operation of this system on board ships.

Maintenance Levels

The three levels of ship maintenance are:

- **Organizational Maintenance** – Maintenance which is the responsibility of and performed by the using organization on its assigned equipment. Its phases normally consist of inspecting, servicing, lubricating, adjusting, and replacing parts, minor assemblies, and subassemblies.
- **Intermediate Maintenance** – Maintenance which is the responsibility of and performed by designated maintenance activities for direct support of using organizations. Its phases normally consist of calibration, repair, or replacement of damaged or unserviceable parts, components, or assemblies; the emergency manufacture of nonavailable parts; and the provision of technical assistance to using organizations.
- **Depot Maintenance** – Maintenance performed on material requiring major overhaul or a complete rebuild of parts, subassemblies and end items, including the manufacture of parts, modifications, testing, and reclamation. Depot maintenance serves to support lower echelons of maintenance by providing technical assistance and performing

maintenance beyond their responsibility. Depot maintenance provides stocks of serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities.

Military Improvement

Improvements changing a ship's military or operational characteristics, qualities, and/or features resulting in increased capabilities to perform its approved mission and tasks.

Military Improvement Plan (MIP)

A priority listing of desired and approved changes in the military characteristics of ships. It is promulgated by CNO for guidance in programming, budgeting, monitoring design work, and authorizing procurement and installations during particular fiscal years. It lists, in order of priority, the applicable project number, brief description, types of ships in which installation is planned, and other pertinent information.

National Item Control Number (NICN)

A NICN is a 13 character identification number which is assigned by an ICP or other Navy item manager to control an item which has not yet been (or will not be) assigned an NSN.

National Item Identification Number (NIIN)

Last nine (9) digits of the NSN.

National Stock Number (NSN)

An NSN is a 13 digit stock number assigned by the Defense Logistics Service Center (DLSC), Battle Creek, MI, to identify an item of material in the federal supply distribution system. It consists of a 4-digit Federal Supply Class (FSC) and a 9-digit National Item Identification Number (NIIN).

Naval Supervising Activity (NSA)

Single Naval Activity charged with the oversight responsibility of work being accomplished on U.S. Naval ships during any type of Chief of Naval Operations (CNO) scheduled availability. The NSA is responsible for controlling Alteration Installation Team (AIT) access to ships at the industrial activities under their cognizance. Further, NSA's are responsible for ensuring that the AIT's intended work is authorized and that the AITs are in compliance with this specification. For AIT work conducted during periods in which the naval shipyards or Supervisor of Shipbuilding, Conversion and Repair (SUPSHIP) offices do not have oversight, NSA functions concerning the oversight of AIT work, including gate keeping, production coordination and quality assurance functions will be the responsibility of the designated Regional Maintenance and Modernization Coordination Office (RMMCO) (where stood up) or the Type Commander (TYCOM). Neither the AIT tasking activity, the team supervisor or the AIT is the NSA for the purpose of technical specification 9090-310D.

NAVSEA Earned Variance Account

An account which accumulates the proceeds resulting from alterations or support programs which cost less than the amounts programmed. In accordance with CNO (N43), policy all proceeds from cost decreases must be transferred to the NAVSEA Earned Variance Account and not used for emergent or additional scope of work. To the degree that funds are available, this account will finance the additional cost of accomplishment or alterations in excess of their programmed amount. NAVSEA has responsibility for the management of the NAVSEA Earned Variance Account in consultation with CNO Warfare Sponsors.

Navy Data Environment – Navy Modernization (NDE-NM)

The objective of the NAVSEA Data Environment (NDE) project is to develop a Data Environment that supports Navy modernization, logistics/configuration and maintenance

functional processes. This environment will consist of client applications, business objects and an enterprise data model that supports those applications.

Navy Stock Fund (NSF)

A revolving or working fund which acquires, holds and issues inventories. When an item is issued, the customer is charged for the material and the stock fund is reimbursed.

Navy Item Control Number (NICN)

An identification number assigned by NAVICP to identify an item of supply pending an assignment of a National Item Identification Number (NIIN) by DLSC.

Navy Working Capitol Fund (NWCF)

A revolving account to which reimbursement and collections replenish funds for reuse.

Nuclear Alteration (NUCALT)

Alterations to those portions of Naval Nuclear Propulsion Plants and Facilities under the cognizance of the Director Naval Nuclear Propulsion Program (NAVSEA 08).

Ordnance Alteration (ORDALT)

A change effected on naval ordnance equipment or their computer programs by the addition, deletion, rework, or replacement of parts in assemblies or equipment, or by a change in assembly procedures.

Overhauls

A major ship availability established for general maintenance and alterations at a naval shipyard or other shore-based depot-level repair activity. During this period, the ship generally undergoes the installation of alterations and modifications to update its capabilities and large-scale maintenance that cannot be undertaken at other times. The categories of overhauls are:

- **Baseline Overhaul (BOH)** – An overhaul that is designed to restore a ship’s systems, subsystems, and equipment to a baseline condition before the ship is placed on an Engineered Operating Cycle (EOC). The intent of the BOH is to provide an extensive overhaul that, together with a well engineered and executed maintenance program, will enable the ship to carry out its mission throughout the operating cycle.
- **Regular Overhaul (ROH)** – An availability for the accomplishment of general repairs and alterations at a naval shipyard, private shipyard, or other shore-based repair activity, normally scheduled in advance and in accordance with an established cycle.
- **Complex Overhaul (COH)** – An overhaul that, due to cost, duration, manpower constraints, or the complexity or interrelationship of the various ship subsystems affected by the overhaul work packages, requires coordination and extensive management of both the planning and industrial phases of the overhaul in order to provide a high level of confidence that the overhaul can be satisfactorily completed.
- **Integrated Logistic Overhaul (ILO)** – The work involved in improving the material readiness of a ship by bringing storeroom repair part inventories up to the level prescribed in updated allowance and load lists or to the endurance level prescribed by appropriate fleet authority. Attainment of this broad objective requires the successful conduct of many separate but related actions.

Planned Installation Report (PIR)

A PIR replaces the Summary List of Configuration Changes (SLCC). PIR is used by the Planning Yard to report planned ship alterations (i.e. COP) to the CDM. When the COP reporting cycle is complete, the composite PIR Report is forwarded to the NSA/IA to be used to verify and report the alteration as being installed as planned (or cancelled) and to supply certain

information (i.e. equipment serial numbers) unknown by the Planning Yard at the time of COP submission.

Planned Program Requirement (PPR)

Planned Program Requirements are established for programmed SHIPALTs by the Program Requirements Interface System Module (PRISM) for NAVICP cognizance material requirements in FMPMIS.

Planned Maintenance System (PMS)

PMS provides each ship with a simple standard means for planning, scheduling, controlling, and performing planned (preventive) maintenance on all equipment. It also includes inactive Equipment Maintenance. PMS documentation consists of:

- Maintenance Requirement Cards (MRCs), which provide detailed step-by step procedures detailing how and when each maintenance action is to be done
- Maintenance Index Pages (MIPs), which are an index of all MRCs for a specific system or equipment
 1. Lists of Effective Pages (LOEPs), which are lists of all MIPs for a specific ship
 2. PMS schedules
 3. Feedback Reports

Procurement Leadtime (PLT)

The time, in months, to procure an item of material of material, beginning with initiation of procurement action and ending with date of delivery. It normally includes administrative processing, production and delivery of items.

Program Remarks (PRRMKS)

A three (3) digit code in FMPMIS which, when entered, provides supplemental information concerning the programming status of an alteration.

Proofing

A requirement identified in the Ship Alteration Record (SAR) to ascertain that the intended purpose of the alteration is satisfied and to identify any discrepancies. Proofing will determine whether immediate action must be initiated to correct deficiencies in the first-time alteration installation and in the alteration design package to preclude a repeat of the same problems on subsequent installations.

Proposed Military Improvement (PMI)

A proposed improvement which is intended to increase the ship's ability to perform its mission. PMIs are approved by CNO.

Proposed Survivability Improvement (PSI)

A proposed improvement which is intended to sustain the warfighting capability, as well as peacetime operations, of the Navy's surface ships. Proposed survivability alterations should support improvements in passive fire protection, firefighting, electromagnetic protection (EMP), shock, personnel protection, chemical/biological/radiological (CBR) warfare, damage control and carrier ASCM side protection. CNO is the approving authority for Proposed Survivability Improvements.

Proposed Technical Improvement (PTI)

A proposed improvement that is intended to improve crew/equipment safety, system reliability and maintainability, and efficiency of installed equipments. PTIs are approved by NAVSEA.

Provisioning Technical Documentation (PTD)

A listing of various types of data relating to a given system or equipment in a standardized format. PTD is supplied by the manufacturer and used for the identification, selection, determination of initial requirements and cataloging of support items to be procured through the provisioning process.

Purpose Code (PC)

Provides the owner of material with a means of identifying the purpose or reason for which an inventory balance is reserved. Used in FMPMIS by NAVICP.

Ready for Issue (RFI)

An item that is functionally operational and meets performance specifications. This item may be new, repaired or overhauled.

Report of Discrepancy (ROD)

A form (SF-364) issued by the NAVSEA Material Representative (MATREP) to the material issuing activity in order to report receipt of damaged material, incorrect material, or incorrect quantities.

Required Delivery Date (RDD)

A calendar date which specifies when material is actually required to be delivered to the requisitioner.

Reverse Liaison Action Record (RLAR)

RLARs are used by the Planning Yard to provide necessary technical information or a change to previously provided technical information or new requirements which may have an impact on on-going or near-term production work such that the NSA/IA can issue an immediate change. RLARs are also used by the SPM to reflect requirement changes or provide information to the Planning Yard.

Selected Record Drawings (SRD)

SRDs are a group of ships drawings specifically selected for their reference value which illustrate important features, systems and arrangements applicable to an individual ship. They are maintained current throughout the life of the ship.

Service Life Extension Program (SLEP)

A depot level program to extend the service life of a ship beyond that for which it was initially designed. Following SLEP, these ships will be maintained and modernized through normal overhaul procedures.

Ship Alteration (SHIPALT)

Any change in the hull, machinery, equipment, or fittings which involves change in design, materials, number, location, or relationship of the component parts of an assembly. SHIPALTs are classified by title, such as Title "D" alteration (see SHIPALT Titles).

Ship Alteration Material Summary (SAMS)

An automated report in FMPMIS which is a cumulative list of all related material on the Ship Alteration (SHIPALT) BOM for a given hull in a given FY.

SHIPALT Authorization Letter

A document produced by NAVSEA to provide program authorizations for the accomplishment of Ship Alterations (SHIPALTs). It is required to be issued in sufficient time to be received by action addresses 360 days in advance of the scheduled start date of the specified availability.

The SHIPALT Authorization Letter does not authorize commencement of work or authority to commit or obligate funds; only approved funding documents constitute authority to commit or obligate funds.

Ship Alteration Record (SAR)

Form NAVSEA 4720/5 is prepared in accordance with Technical Specification 9090-500. It constitutes a consolidated record of pertinent management and technical information, ship application, and material requirements. It includes or references technical data developed previously in the alteration development process. It is the technical approval document for a SHIPALT.

Ship Availability Planning and Engineering Center (SHAPEC)

The Ship Availability Planning and Engineering Center (SHAPEC) was established by the Naval Sea Systems Command to:

- Streamline the process for determining technical, planning and material requirements for ship work.
- Standardize planning products, practices and procedures.
- Ensure sharing and reuse of planning products by both public and private sector Customers for depot and intermediate level ship work and development of appropriate metrics.
- Provide libraries of reusable planning products for use by all ship maintenance activities.

Ship Bill of Material (SBM)

Contains all information pertinent to material requirements for alterations on a specific ship in FMPMIS.

Ship Bill of Material Best Estimated Delivery Date Remarks (SBMBEDDRMK)

Used by material managers to indicate in FMPMIS that there is a problem in allocating assets for a given hull in a given FY.

Ship Budget or Program Control Totals

Individual totals established during the semi-annual review for each planned ship availability or program. Funds provided in these totals are made available to the SPM for the purpose of within-scope cost increases for the ship on which the totals have been established. All funds not required for within scope cost increases are not available for emergent or additional scope of work, but are normally transferred to the NAVSEA Earned Variance Account.

SHIPALT Installation Drawing (SID)

A single, complete package of drawings required to accomplish an alteration on a given ship. SIDs are prepared by the Planning Yard.

SHIPALT Titles

- **Title “D” Alteration** – An alteration equivalent to a repair, approved by NAVSEA. It may require Centrally Provided Material (CPM) and Integrated Logistics Support (ILS) but cannot contain Headquarters CPM (HCPM). Title “D” ship alterations are authorized for accomplishment by the TYCOM.
- **Title “F” Alteration** – An alteration equivalent to a repair and formally approved by NAVSEA. It is accomplished by Forces Afloat and does not require CPM. Title “F” alterations may only be authorized for accomplishment by TYCOMs.
- **Title “K” Alteration** – An alteration authorized for accomplishment through FMP and usually requiring Headquarters Centrally Provided Material (HCPM). It is accomplished by industrial activities and approved by CNO through the FMP process. It may change the military, survivability, and technical characteristics of the ship or modify a nuclear propulsion plant.
- **Title “K-P” Alteration** – An alteration that changes the military or technical characteristics of a ship and can involve installations of centrally provided material and

headquarters centrally provided material but is within AIT or Forces Afloat capability for installation. All required material and documentation are assembled by a packaging activity as designated by NAVSEA. Title 'K-P' SHIPALT Package preparation and its accomplishment are authorized by NAVSEA.

Ships Characteristics Information Board (SCIB)

An advisory board to the CNO Executive Board (CEB) on matters relating to the military, survivability and technical changes to the characteristics of U.S. Navy ships and craft.

Ships Configuration and Logistics Support Information System (SCLSIS)

The official Navy method of gathering and maintaining configuration and logistics information as it pertains to U.S. Navy ships. The system incorporates and interfaces numerous Command functions and requirements of a ship during her life cycle during both the operational and the availability cycles. One activity, the Configuration Data Manager (CDM), designated by NAVSEA, is assigned the responsibility of maintaining the integrity and timeliness of the SCLSI and the ships configuration and logistics records.

Ship's Drawing Index (SDI)

A listing of all drawings applicable to the ship including reactor plant drawings.

Ship's Portable Electrical/Electronics Test Equipment Requirements List (SPETERL)

A document representing Portable Electrical/Electronics Test Equipment requirements for a ship.

Ship Program Manager (SPM)

The NAVSEA organization responsible for management of ships' acquisition, overhaul or repair.

Ship Selected Records (SSR)

The documentation providing critical information concerning the maintenance, operation, and configuration of a ship. SSR consists of the following categories: Selected Record Drawings, which illustrate important features, systems, and arrangements applicable to an individual ship; Selected Record Data, which describes arrangements, equipment, systems and procedures essential to the operation and safety of the ship; and Allowance Lists.

Short Leadtime Material (SLTM)

SLTM is material with a procurement leadtime of six (6) months or less.

Shipboard Non-Tactical ADP Program (SNAP)

SNAP constitutes the suite of hardware and software installed aboard U.S. Navy ships which is used to manage non-tactical information (i.e. maintenance repair part inventory, configuration, applicable technical manuals, etc.)

Special Program Requirements (SPRs)

SPRs are established by the Defense Logistics Agency field activities for forecasting requirements for items required to support special program material which is of a non-repetitive nature and cannot be forecasted by the ICP based on demand data and which have the likelihood of materializing and resulting in eventual submission of requisitions.

SHIPALT and MACHALT Staged Alteration Material Program (STAMP)

A staging program designed to ensure that the storage and issue of Title "K" and "D" SHIPALT and MACHALT material is assembled into total ship class requirements and that material is available, inspected and logistically supported at the time of scheduled availability. Staging includes requisition, receipt, inspection, storage, inventory and issue of material.

STAMP Management Information System (STAMMIS)

An ad hoc subprogram of FMPMIS used to manage staged alteration material at the ship level.

Standard Accounting and Reporting System (STARS)

An automated information system which establishes controls over funds expenditures, breaking down the FMP Installation Budget into major subcategories (Project Directives) and allocating obligational authority based on the approved budget for each subcategory.

Standard Material

Standard material is stocked by the Defense Supply System and designated with a National Stock Number.

Supply Support

The availability of organizational, intermediate, and depot level repair parts, installation and checkout spares, and insurance spares as well as replenishment spares placed in the Supply System to replace as they fail or are consumed. Supply Support includes technical documentation which provides the maintenance philosophy for the end item equipment and identifies the parts required to support the maintenance philosophy.

Support and Test Equipment

All equipment required to make a system, support system, sub-system, or end item of equipment operational in its intended environment. Support equipment includes portable or transportable devices needed to disassemble, assemble, transport, or adjust systems or equipment. Test equipment consists of any device used to measure, calibrate gauge, test, inspect, diagnose, or otherwise examine materials, supplies, and equipment to determine compliance with requirements established in technical documentation.

Technical Improvement

Any improvements to a ship which result in a change to improve the safety of personnel and installed equipments or systems and provide increased reliability, maintainability, and efficiency of installed equipments or systems.

Technical Manuals (TMs)

TMs contain the information which the system or equipment user needs in order to operate and maintain the hardware as part of the ship's operational mission. A TM is the data interface between the hardware designer and the hardware user, containing operating instructions, troubleshooting and repair procedures.

Technical Support

Engineering or technical assistance provided to achieve a specified goal.

Temporary Tracking Material Identification Numbers (TTMIDs)

TTMIDs are assigned by the Ship's Program Managers (SPMs) when a National Stock Number (NSN) does not exist for a material item. This number consists of "HH" in the cog field, specific user ID, date entered, and a unique five digit, sequentially assigned number.

Total Procurement Leadtime (TPLT)

Equals manufacturing leadtime plus administrative leadtime.

Type Commander Alteration Kit (TYKIT)

Used for Submarine Force TYCOMs. A program managed and funded by TYCOMs to facilitate installation of selected Title "D" and "F" SHIPALTs and AER items by Forces Afloat through centralized material identification, procurement, prefabrication and kitting.

Type Commander Status (TYST)

The Type Commanders official status of a Title “D” or “F” SHIPALT. The TYCOM indicates in FMPMIS a status for Title “K” alterations. However, NAVSEA’s input for these alterations are considered official.

Unprogrammed Alteration

An alteration not budgeted for accomplishment under one of the fiscal years in the FMP.

Verification Shipcheck

A shipcheck to verify the content of drawings and other documents developed for the overhaul to improve the design integrity of SHIPALT plans. The Verification Shipcheck is the responsibility of the designated design agent.

Weapon Systems File (WSF)

The Weapon Systems File is a computerized data base maintained by NAVICP at Mechanicsburg, PA. The WSF supplies the following information:

- a. Technical characteristics of equipment in the Navy inventory requiring supply Support.
- b. Data showing maintenance repair parts for a given piece of equipment.
- c. Codes reflecting maintenance philosophy (e.g. repair or replace), and other technical information about individual parts.