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## SUBSECTION 8-0 OVERVIEW TO CONFIGURATION AND LOGISTICS MANAGEMENT

### 8-0.1 Background

The Fleet Modernization Program (FMP) planning process is the cornerstone for the life cycle support of any FMP modified or installed equipment. The FMP process occurs in the Operational phase of the Ship Platform's lifecycle. Its purpose and focus are the modification of existing shipboard equipment or the introduction of new equipment to an existing Ship Platform.

Figure S8-1 is a notional timeline based on the requirements of Reference S8(a) and the FMP process. This figure shows that the FMP process (including logistics) is not a stand-alone program. It is an integral part of system acquisition and modification for the operational Fleet. Deficiencies in Integrated Logistics Support (ILS) planning during the acquisition process will result in the installation of unsupported alterations and adversely impact the Fleet's ability to properly operate and maintain the system during deployment.

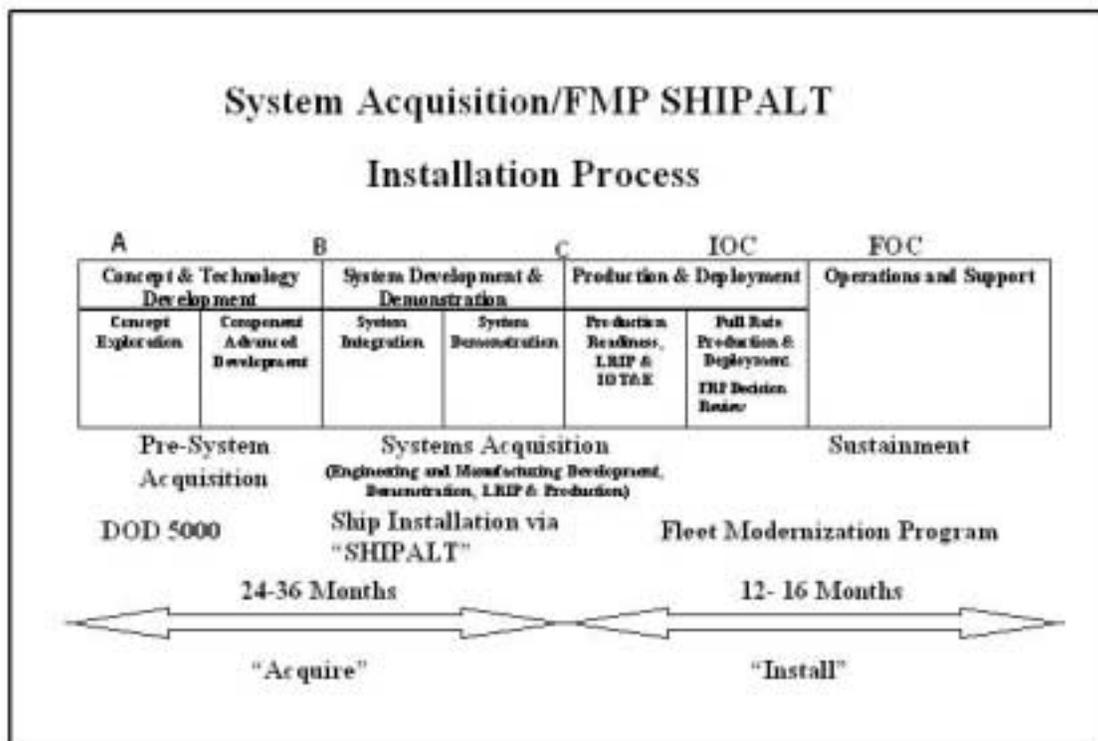


Figure S8-1

The FMP process relies on proper ILS planning occurring in concert with system development early in the acquisition process for new systems or equipment (Programs Of Record) as well as for lesser alterations to existing systems and equipment.

### **8-0.1.1 Purpose**

During a ship's operational lifecycle, planned alterations are made to the configuration of a ship's systems and equipment, which typically impact the logistics supportability of that platform. The purpose of Section 8 is to outline the processes and procedures necessary to ensure that all ship's systems and equipment alterations are logistically supported. In accordance with reference S8(b), the primary end goals of the FMP logistics process are as follows:

- a. ILS products must be available to support the installation and checkout of systems and equipment; and
- b. Technical documentation and logistics support must be on board the ship when the alteration is accomplished (i.e., the End Of Availability (EOA) in which the alteration is installed).

Accordingly, any activity funding an alteration is solely responsible for funding the acquisition of ILS products for the alteration and for ensuring that a complete ILS package is provided to the Fleet to support the alteration. These requirements apply inside or outside of a Chief of Naval Operations (CNO) availability.

### **8-0.1.2 ILS Element Impacts for Alterations**

There have been numerous changes impacting Fleet Modernization (FLTMOD), Configuration Management (CM), and supportability since the last update to the FMP Management and Operations Manual in 1993. The emphasis of Battle Force Interoperability (BFI), the integration of (FLTMOD) with the Deployment (D)-30 Process, installation of alterations by Alteration Installation Teams (AITs), a greater reliance on Commercial Off-The-Shelf (COTS)/Non-Developmental Item (NDI) equipment, and the reduction in the logistics support infrastructure have created significant challenges for logisticians to ensure the support of a system/equipment throughout its life-cycle.

The unique support considerations associated with developing, acquiring and supporting shipboard alterations must be understood within the context of the logistics support elements listed below.

- Maintenance Planning
- Support Equipment (SE)
- Supply Support
- Packaging, Handling, Storage and Transportation (PHS&T)
- Computer Resources Support
- Technical Data
- Facilities
- Manpower and Personnel
- Training and Training Support
- Design Interface

Each ILS element is impacted to differing degrees by each alteration installed onboard a given platform. The development of logistics lifecycle support considerations must take into account each alteration's impact on each of these ILS elements. The challenge to the logistician is to ensure that ample consideration is given to each of these elements to the degree necessary to provide the highest level of material readiness for our deployed forces.

It should be noted that the FMP ILS process is geared toward supporting shipboard alterations. Although CM is not an ILS element, it is a key element of Systems Engineering and the foundation of the FMP process. Early involvement of logisticians in the review and approval of proposed alterations and in the determination of ILS impacts is crucial to the success of the FMP ILS process in order to ensure the correct identification, development, and delivery of all required ILS products to the ship by EOA/End Of Installation (EOI).

#### **8-0.1.3 ILS For Commercial Off-The-Shelf (COTS)/Non-Developmental Item (NDI)**

COTS/NDI acquisitions create a unique challenge for the logistician in planning for and acquiring requisite ILS products for alterations. Properly defined COTS/NDI is an acquisition strategy (rather than a logistic support methodology) which can be applied to the procurement of hardware, software, and firmware which greatly reduces the cost of equipment development, accelerates procurement timelines and reduces the Navy logistics support infrastructure. The use of COTS/NDI strategies does not modify or alleviate the responsibilities of the equipment Life Cycle Manager (LCM) from meeting the ILS requirements of the FMP. The challenge of COTS/NDI acquisitions is to ensure that the level of logistics support available with COTS/NDI equipment is sufficient to meet the Navy's requirements.

#### **8-0.1.4 Alteration Installation Teams (AITs)**

AITs are required to conform to the basic guidance, policies and procedures covered in this section of the FMP manual. However, AITs shall refer to reference S8(c) for the detailed procedures of AIT installations occurring inside or outside CNO availabilities.

### **8-0.2 Battle Force Interoperability (BFI) NAVSEA 53 Roles and Responsibilities**

Advances in hardware and software technology and the need for interoperability require Fleet modernization and CM policy to address documentation of existing configurations and future modifications.

Traditionally, CM has been managed at the piece part, equipment and system level. The Naval Sea Systems Command (NAVSEA) has designated the Ship Program Manager (SPM) as the platform Configuration Manager. However, the need for interoperable Battle Groups has driven the requirement for the development, documentation and implementation of an overarching Battle Force CM policy and process.

Accordingly, NAVSEA 53's mission to develop policy and architecture for Battle Force warfare Systems Engineering has changed the focus of Navy CM from a system/platform focus to a Battle Group focus. NAVSEA 53 is responsible for implementing a common warfare Systems Engineering process and providing top level direction for the fielding and support of balanced combat systems for ships and submarines. NAVSEA 53 baselines Battle Group warfare system capabilities, maintains configuration control of these baselines, verifies interoperability of Battle Group configurations, and certifies baseline configurations prior to deployment. Battle Group interoperability has highlighted the need for accurate and timely configuration data. CM is the common language shared by both the engineering and logistics communities.

The Navy Battle Force Alignment (NBFA) Initiative Project Process Team identified

supportability issues as a major Fleet concern. Figure S8-2 represents the relationship between CM, supportability, Fleet modernization, and BFI. CM and supportability provide the foundation for successful Fleet modernization and BFI.

In addition to the references listed in Subsection 8-0.3, the Logistician and Configuration Manager should be familiar with major policy documents contained in Exhibit S8-I.

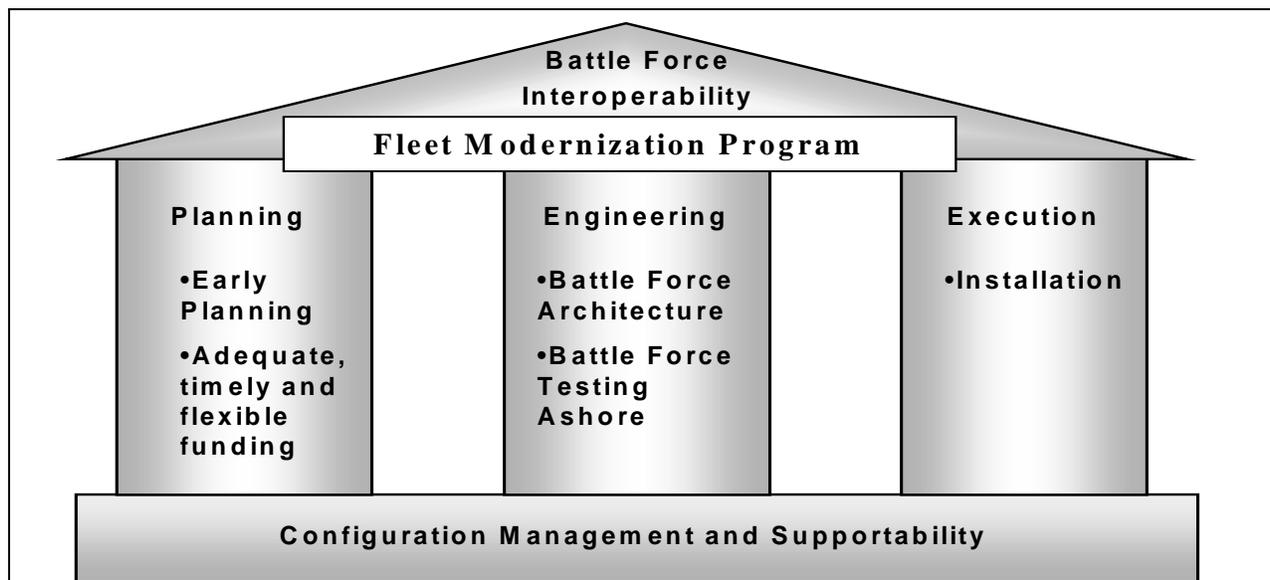


Figure S8-2

### 8-0.3 References for Section 8

S8(a) SECNAVINST 5000.2(Series) Implementation Of Mandatory Procedures For Major and Non-Major Defense Acquisition Programs and Major and Non-Major Information Technology Acquisition Programs

S8(b) OPNAVINST 4720.2(Series) Fleet Modernization Program (FMP) Policy

S8(c) NAVSEA Tech Spec 9090-310(Series) Ship Alteration Accomplishment by Alteration Installation Teams

S8(d) SL105-AA-PRO-030 Integrated Logistics Overhaul Policy and Procedures Manual

S8(e) NAVSEA Tech Spec 9090-700(Series) Ship Configuration and Logistic Support Information System (SCLSIS) Process

S8(f) NAVSEA Tech Spec 9090-1500(Series) Provisioning, Allowance and Fitting Out Support (PAFOS) Policy and Procedures Manual

S8(g) S0005-AA-PRO-010 TM Operations, Procedures, and Lifecycle Support Handbook

S8(h) S1700-AM-PRO-010/TAMS Test and Monitoring System (TAMS) Program Operations and Procedures Manual

S8(i) NAVSEAINST 4790.17(Series) Fleet Test and Repair of Shipboard Electronic Equipment

S8(j) SECNAVINST 3960.6(Series) Department of The Navy Policy and Responsibility for Test, Measurement, Monitoring, Diagnostic Equipment and Systems, and Metrology and Calibration (METCAL)

S8(k) OPNAVINST 4700.7(Series) Maintenance Policy for Naval Ships

S8(l) OPNAVINST 1500.76(Series) Navy Training System Requirements, Acquisition, And Management

S8(m) TF8501-AF-PLN-010 Submarine Training Materials Management Plan

S8(n) SSN Training Facilities Life Cycle Support Plan

S8(o) NAVSEAINST 4720.14(Series) Temporary Alterations To Active Fleet Submarines

## **SUBSECTION 8-1 INTRODUCTION TO CONFIGURATION AND LOGISTICS MANAGEMENT**

### **8-1.1 Scope**

This subsection provides policy and procedures and assigns responsibilities for accomplishing ILS actions in support of alterations. The objective is to have complete and satisfactory logistics support available and delivered for each alteration when it is accomplished.

Effective Fleet readiness depends on maintaining complete, accurate and up-to-date ship configuration records, and logistics products. The FMP goal is to ensure that every alteration is properly reported and completely supported logistically.

Section 8 applies to all alterations to include but not limited to Ship Alterations (SHIPALTs), Ordnance Alterations (ORDALTs), Engineering Changes (ECs), Field Changes (FCs), Machinery Alterations (MACHALTs), Alterations Equivalent to Repair (AERs), software changes and all other alterations accomplished either during planned industrial availabilities or alterations authorized by cognizant authority that are accomplished outside of planned availabilities. This includes alterations accomplished as a result of repairs or replacements. The procedures and policies established in this section apply to all material. ILS policy for Temporary Alterations (TEMPALTs) is defined in Subsection 8-4. Reference S8(c) covers the installation of alterations by AITs wherever the alteration is accomplished, both inside and outside CNO availabilities.

### **8-1.2 Exceptions**

The Deputy Commander for Nuclear Propulsion, NAVSEA 08, is responsible for all technical matters pertaining to nuclear propulsion of US Navy ships and craft, including all aspects of integration of the nuclear plant into the ship system. Nothing in this section detracts in any way from these responsibilities. Accordingly, NAVSEA 08 will be consulted in all matters relating to or affecting the nuclear propulsion plant and associated nuclear support facilities. In addition, the procedures and requirements in this section are not applicable to alterations under the cognizance of the NAVSEA 08. Strategic Systems Program Alterations (SPALTs) affecting the configuration and/or capabilities of systems and equipment are under the cognizance of the Director, Strategic Systems Programs (DIRSSP). Alterations affecting configuration of hardware, software, firmware and support equipment of the TRIDENT System are under the cognizance of NAVSEA PMS392.

### **8-1.3 Integrated Logistics Support (ILS) Status Reviews and Monitoring Procedures**

The ILS status review and monitoring procedures for ensuring complete logistics support for alterations are described below. The following paragraphs identify notional timeframes for the ILS Status Reviews. The SPM may tailor the frequency and duration of status reviews. The complexity of the alteration (and the number of affected ILS products), the number of first-time installations, the length of the installation period, and Fleet recommendations, will normally determine the ILS Status Review requirements.

#### **8-1.3.1 Ship Program Manager (SPM) A-12 ILS Status Review**

The CNO policy states that all alterations will be logistically supported. In compliance with this

policy, the SPM conducts an ILS Status Review for first-time installations of SHIPALTs and certifies this review through the ILS Certification Form, a sample of which appears as Exhibit S8-II. The current version of the ILS Certification Form and its preparation guide can be obtained from <http://www.fmp.navy.mil/FMPACTIVE/Relatedinfo/RelatedInfo.htm>.

At approximately Start Of Availability (A)-12, the SPM will request the ILS Certification Form from the responsible LCM or designated agent. The LCM shall provide the ILS Certification Form so that the SPM has sufficient time to evaluate ILS readiness, identify deficiencies, and respond to the LCM. The information contained on the ILS Certification Form should develop an ILS baseline to be used by the Planning Yard (PY)/Configuration Data Manager (CDM) in Configuration Overhaul Planning (COP) production. At A-12, the LCM will identify to the SPM and continuously advise him of any changes to planned configuration and update the status of any ILS products that will not be available by Start Of Availability (SOA) delivered by EOA/EOI. No Later Than (NLT) A-4 the LCM will identify to the SPM any ILS products determined to not be available by SOA. Once a first time alteration is scheduled and has ILS certification, it is paramount that the information on the ILS Certification Form be kept current to ensure that the ILS data matches changes to all associated supporting follow-on alteration documentation (such as the AIT checklist, Ship Alteration Record (SAR), Liaison Action Record (LAR), etc.). This will allow the Fleet/Fleet activities/SPM/LCM to verify that the correct ILS products were delivered by EOA/EOI.

#### **8-1.3.2 ILS Certification Form**

An ILS Certification Form must be completed in accordance with the ILS Certification Form Preparation Guide for first time alteration installations. Alterations approved by the SPM and documented in previously approved FMP formats will not require recertification into the new format (promulgated by this manual), so long as the data on the existing ILS Certification Form (ILS Information Sheet) is accurate and current.

The FMP Manual identifies the SPM's responsibilities to oversee all of the logistics aspects of FMP for their assigned ship classes. Delivering supportable alterations starts with the correct identification of logistics requirements with a Plan Of Action and Milestones (POA&M) to obtain those requirements prior to installation.

For Programs of Record, ILS products should have been under development prior to the start of the SAR process. The applicable equipment/system LCM will provide enough information pertaining to the configuration, equipment level Technical Manuals (TMs), Supply Support, Maintenance support, special Support and Test Equipment (shipboard), and Training with the planned time of delivery so that the SPM can evaluate the ILS readiness and resolve ILS product(s) issues prior to approving platform alterations. The ILS Certification Form/process is used to identify the requisite ILS products. The ILS Certification Form represents the most expedient means for a SPM to fulfill its responsibilities to oversee all of the logistics aspects of FMP for their assigned ship classes. Following SPM ILS approval of a given alteration, any changes to the configuration of an alteration for follow-on installations will be documented as a revision to the existing ILS Certification Form. An updated ILS Certification Form shall clearly document the ship/shore platforms impacted by the change as well as documenting ILS products impacted as a result of the changes to the configuration of the alteration. Changes to the

configuration of an alteration once approved by the SPM should be reflected in all related alteration technical documentation (SAR, SHIPALT Installation Drawings (SIDs), Interface Control Drawings (ICDs), etc.) as required to ensure the continuity of data between technical and ILS design requirements.

#### **8-1.3.2.1 ILS Waivers**

**No waiver of ILS products delivery is authorized. At the time of publication, the policy and process for installation of equipment prior to delivery of ILS products are under development.**

#### **8-1.3.3 Ship Integrated Logistics Support Management Team (ILSMT) Meetings**

The SPMs issue, through their Integrated Logistics Support Plans (ILSPs), the requirement for ship ILSMT meetings to support scheduled industrial availabilities. They determine the frequency of these meetings and approve an agenda for each meeting. ILSMT meetings provide an opportunity to identify deficiencies and take corrective action prior to EOA. The responsibilities of the ILSMT participants, as directed by the SPM, are as follows:

- SPM
  - Schedule and chair ILSMT meetings.
  - Develop agenda for ILSMT meetings.
  - Provide minutes, action items and status to all participants.
  - Monitor ILSMT action item milestone accomplishment.
  - Determine the method for accomplishing the Naval Supervising Activity (NSA)/Integrated Logistics Overhaul (ILO)/Integrated Logistics Review (ILR) interface per reference S8(d).
- CDM
  - Monitor and track all ILS milestones when directed by the SPM.
  - Report on CM and process issues
- Naval Supervising Activity (NSA)
  - Monitor and track delivery of all ILS products.
  - Coordinate and complete ILS Status Reports as required by this manual and the direction of the SPM (Exhibits S8-III thru S8-VII).
  - Act as recorder and meeting coordinator, when directed.
  - Chair the ILSMT meeting as directed by the SPM.
- All Others
  - Provide ILS status and/or metrics as required two weeks prior to the ILSMT meeting.
  - EOA deadline on areas of responsibilities designated in the ILSP and ILS Status Reports.

#### **8-1.3.4 End Of Availability (EOA)/End Of Installation (EOI) ILS Verification**

At EOA/EOI, the NSA will verify the status of ILS requirements resulting from alterations, including those installed by AITs. This verification will provide the SPM, the affected ship, and the Type Commander (TYCOM) a detailed presentation of logistics deficiencies at EOA/EOI. For deficiencies listed, an estimated delivery date shall be identified. The NSA will submit the ILS Verification Report and the ILS Status Report (Exhibits S8-III thru S8-VII) to the SPM with a copy to the ILO Atlantic Fleet (LANT)/Fleet Technical Support Center Pacific (FTSCPAC) ship, TYCOM, CDM, and PY. The SPM and TYCOM will follow-up on deficient ILS products. It should be noted that some SPMs task the CDM/PY to perform the EOA ILS Verification.

Such deviation is permissible providing there is an activity designated to provide this verification to the SPM. Additionally, submarine availabilities require the submission of Exhibits S8-V and S8-VI while surface ships only require Exhibit S8-VI. These exhibits are required for the Maintenance and Material Management (3-M) System Current Ship Maintenance Project (CSMP) closeout in the Maintenance Data System (MDS).

This verification is required for all material and for all alterations. All deficient ILS products will be reported as required by the ILSMT procedures (see Subsection 8-1.3.3). Repair-related items, not part of the availability work package or emergent work, are the responsibility of the TYCOMs. Although this is the final verification, the SPMs may require further reports on outstanding deficiencies.

#### **8-1.4 Funding for Configuration and Logistics**

The activity that is sponsoring an alteration is responsible for funding the development of ILS products (i.e., Provisioning Technical Documentation (PTD), TMs, training curricula, etc.). Often this involves delegating the responsibility to other organizations or agents; however, the sponsoring activity is ultimately responsible for adequately funding the organizations. Otherwise, the logistic responsibilities in this section are the mission-funded responsibilities of the identified activities, except reimbursable items as noted. The agency or activity that sponsors the development and/or installation of an alteration is also responsible for funding the designated activities to ensure the timely completion and distribution of Exhibits S8-II through S8-VII.

The ILS responsibilities in this section are the mission responsibilities of the identified activities, except reimbursable items as noted. The following guidance addresses only funding of logistics tracking and verification efforts at the NSAs. Funding guidelines for development of ILS products (e.g., PTD, TMs, Training Curricula, etc) are well established and are not addressed here.

Tracking and verification efforts assigned to Supervisor of Shipbuilding, Conversion, and Repair, USN (SUPSHIP) will be coordinated between the SPM and SUPSHIP to determine if efforts will be performed by SUPSHIP personnel (and charged to the expense operating budget of the SUPSHIP), or performed by contractor support personnel (and funded by the SPM). Those tracking and verification efforts not associated with the contractual deliverables being administered by the SUPSHIP are outside of the SUPSHIP's mission responsibilities and shall be funded by the alteration sponsor. Tracking and verification efforts included in contracts issued to private shipyards for execution by the contractor will be funded by the customer funding the applicable alteration.

All tracking and verification efforts at the Naval Shipyards (NSYs) that can be identified to a specific alteration should be charged to the customer funding the alteration.

NSYs will include customer-funded logistics tracking and verification costs in the Preliminary and Final Review Estimates (PREs/FREs). These costs shall include only costs of tracking and verifying logistics support, and shall not include related logistics efforts such as COP, which must be funded by other accounts.

## **SUBSECTION 8-2 POLICY AND MAJOR RESPONSIBILITIES FOR INTEGRATED LOGISTICS SUPPORT (ILS) PROCESSES**

### **8-2.1 Scope**

This subsection addresses ILS policy, the responsibilities of each activity involved with ensuring complete logistics support, and the ILS audits and controls involved in managing and reporting alterations occurring as a result of the FMP process.

### **8-2.2 Policy**

Any activity responsible for procuring new systems, equipment or components intended for shipboard use, or for alterations to existing equipment, is responsible for procuring and initiating the development of all required ILS products. Contracting another activity to install alterations does not absolve the alteration sponsor from providing the ILS products. This policy applies to Headquarters Centrally Provided Material (HCPM) and Installing Activity Provided Material (IAPM), including both Centrally and Locally Provided Material (CPM/LPM). All ILS products will be complete, accurate and available by SOA, scheduled for delivery in time to support the installation and testing of the hardware, and provided to the ship by EOA/EOI. All alterations will be reported in accordance with Subsection 8-3 and reference S8(e). All nameplate and technical data will be updated to reflect alteration installations.

### **8-2.3 Major Responsibilities**

The succeeding subparagraphs provide the major responsibilities for activities involved with ensuring complete ILS for alterations. Subsection 8-3 specifies the pertinent milestones.

#### **8-2.3.1 Ship Program Manager (SPM)**

SPMs are responsible for overseeing all of the ILS aspects of the FMP for their assigned ship classes, commencing with the early planning stages and continuing until the alteration has been installed and completely supported. SPMs have comprehensive responsibility for maintaining complete and accurate configuration records. This responsibility is discharged through the exercise of CM control during the FMP process and oversight of the CDMs. Of particular importance are the following responsibilities:

- Ensure that required logistics and configuration actions are identified in all alteration planning and development documents.
- Issue the SHIPALT Authorization Letter to the PY or designated activity, with copies to the CDM, and tasking the PY to provide the CDM with electronic COP data submitted via Configuration Data Managers Database-Open Architecture (CDMD-OA) work files.
- Monitor the progress of all ILS elements to ensure that action is being taken to rectify the deficiencies or reschedule its accomplishment. Subsection 8-3 provides detailed procedures.
- Evaluate the completeness and initiate follow-up action of deficient ILS products at the following critical milestones:
  - Signature of the SAR.
  - Receipt of the ILS Certification Form from the LCM/Procuring Activity.
  - Issuance of SIDs.
  - Receipt of the NSA's availability ILS Status Report.
  - ILSMT Meetings.

- Receipt of the EOA/EOI ILS Status (Exhibits S8-III thru S8-VII).
- Budget, tasking and fund the PY or designated activity to provide electronic COP data via CDMD-OA work files to the CDM and the NSA as determined by the SPM to provide Coordinated Shipboard Allowance List (COSAL)/Shipboard Non-Tactical ADP Program (SNAP) updating information during an availability.
- Develop and distribute an ILSP. The ILSP will define the roles and responsibilities of ILSMT members.
- Coordinate follow-up actions to correct ILS products deficiencies related to alterations based upon the NSA EOA/EOI ILS Verification.
- Conduct post-availability database audits as required by reference S8(e), to determine the effectiveness of the Ship Configuration and Logistics Support Information (SCLSI) process and to identify areas which may require improvement. An analysis of audit results may identify common problems or a specific problem with a ship class, shipyard or CDM.
- Ensure that requirements of this manual are accomplished by all participating activities. The SPM will tailor these requirements to fit specific availabilities and alterations accomplished by AITs. Requirements will be delineated in the appropriate tasking, contracts and ILSP.

#### **8-2.3.2 Life Cycle Manager (LCM)**

The LCM is the activity identified as having technical and logistics responsibility for a system, equipment and/or providing guidance, tasking and/or funding to an installing activity. An In-Service Engineering Agent (ISEA) may also be designated as a LCM. The LCM is responsible for:

- Identify and manage the technical and logistics requirements for assigned equipment through all of the life cycle phases.
- Plan and prepare alterations. This planning responsibility emphasizes the budgeting for ILS products specified in Subsection 8-3 and includes funds required for acquisition of hardware, software, Test Equipment (TE), training support package, preparation and submission of COP data, new or modified TMs, including system manuals, new or modified Planned Maintenance System (PMS) documentation, Installation and Checkout (I&C) spares, Maintenance Assistance Modules (MAMs), and Interim Supply Support (ISS) when required. Budgeting for this is the responsibility of the alteration sponsor. The TYCOM is responsible for ensuring that complete logistics support, in accordance with Subsection 8-3, is provided to the NSA, or is available to the ship, in the case of Manpower, Personnel and Training (MP&T) for all TYCOM funded alterations.
- The LCM, or his designated agent (e.g., ISEA), will ensure the technical and logistics adequacy of all assigned systems and equipment throughout its life cycle and will oversee the approval of all ILS products.
- Prepare an ILS Certification Form identifying the estimated delivery date for those items required to support the end product. The LCM should begin preparing the ILS Certification Form upon approval of the Justification/Cost Form (JCF). It is imperative to the FMP process that the problem areas be identified up-front to ensure that alteration installations are not scheduled prior to ILS Certification. Problem areas typically require careful monitoring to ensure that the first installation date stays on track. ILS products shall be available by SOA and delivered by EOA/EOI or as required to support installation and testing, and these dates must be factored into the POA&M. The LCM should monitor and update the ILS Certification Form as individual elements are completed to maintain an accurate data point. The LCM or

designated agent shall be prepared to discuss with the SPM the overall ILS status from JCF approval to SPM ILS Certification.

- Provide a primary point of contact for coordinating ILS information and support and for the implementation of the requirements of this section.
- Review the ILS Certification Form to ensure that the proper level of ILS is being provided for cases where Naval Inventory Control Point-Mechanicsburg (NAVICP-M) or Defense Logistics Agency (DLA) procures non-standard FMP material or competes the procurement of an existing National Stock Number (NSN) item.
- The LCM is the engineering design agent for each system/equipment under their cognizance.

#### **8-2.3.3 Planning Yard (PY)**

The PY is responsible to the SPM for engineering in support of alteration development and for support to the NSA during alteration installation. The assigned PY for each ship class is typically the engineering Design Agent (DA) for alterations. As tasked by the SPM, the PY will update the Ship Selected Records (SSRs), as discussed in Appendix C to this manual. In addition, designated PYs have life-cycle responsibilities as CDMs for assigned ship classes.

#### **8-2.3.4 Configuration Data Manager (CDM)**

The CDM, under the direction of the SPM and NAVSEA 04L, has total responsibility to maintain the integrity of the Weapon Systems File (WSF)/SCLSI database, CDMD-OA and by extension, the integrity of the ship's SNAP database. The CDM is responsible for configuration identification, configuration verification and the Configuration Status Accounting (CSA) data elements within the WSF and maintaining and providing updated information for input to the ship's SNAP database. During the FMP process, the CDM will be responsible to process planning data prior to the availability, alteration installation data from the NSA and corrective data generated during the ILO review process. For a further description of the CDM responsibilities see Subsection 8-3.2 and reference S8(e).

Accuracy of the software configuration data being delivered to the CDM is the responsibility of the LCM or designated Software Support Activity (SSA)/ISEA submitting the data. The CDM will treat the data being submitted from the designated software Configuration Managers as trusted data.

#### **8-2.3.5 Naval Supervising Activity (NSA)**

The NSA is responsible to ensure that all ILS products are available as needed for alteration installation and checkout of systems and equipment. The Regional Maintenance and Modernization Coordination Office (RMMCO) shall assume the NSA responsibilities and functions for alteration installations occurring in non-CNO availabilities and when an NSA is not designated. At the completion of alteration installation and checkout, the NSA is responsible for ensuring that all ILS products required by the ship to support newly installed or modified systems/equipments is onboard at EOA/EOI. The NSA will provide the results of the Work Definition/Work Package Integration Conference to the CDM. ILS products required by the ship may be (but are not limited to) TMs, PMS Documentation, Special Purpose Electronic Test Equipment (SPETE), and Supply Support, including Allowance Parts Lists (APLs), Preliminary Allowance Lists (PALs), Advance Repairable Identification Codes (RICs), or non-standard Allowance Appendix Pages (AAPs) and associated ISS repair parts to support locally procured

non-standard equipment. ILS products not required to be turned over to the ship includes, but not limited to, I&C Spares and depot level special TE.

In those cases when the NSA acquires material, the NSA is responsible for procuring all required ILS products, as defined in Subsection 8-3, as well as the preparation of associated AAPs. The NSA is responsible for ensuring the delivery of all required ILS products including those involving coordination with an ILOLANT/FTSCPAC/ ILR team and the ship's CDM. This responsibility emphasizes tracking and verifying the logistics status of all alterations including those installed by AITs, and informing appropriate authorities of emergent ILS problems.

As directed by the SPM, the NSA will support ILSMT meetings for availabilities. This support may include providing ILS Status Reports prior to each ILSMT, providing minutes, action items and status to all participants, and scheduling and chairing ILSMT meetings when directed by the SPM.

The NSA will physically sight validate all alterations accomplished and report them to the CDM/ILO, unless the SPM tasks this requirement to another activity. Sight validation must include all equipment as it is installed and all permanently removed equipment. These changes will be reported to the CDM electronically using CDMD-OA work files. The SPM may task this validation and verification requirement to another activity.

When the NSA is a SUPSHIP, its personnel will perform the Industrial Work Package ILS Verification effort on a non-reimbursable basis. SUPSHIP will require reimbursable funding to support validation and ILS verification efforts for AIT installations not a part of the contracted work package under its cognizance as executing SUPSHIP. The NSA remains responsible for validation of data provided by other activities but is not expected to duplicate the efforts of those activities. Such data may be validated using statistical sampling techniques. If validation of data provided by other activities indicates a low degree of confidence, the NSA will report the details to the SPM for appropriate action. The NSA will complete and submit Exhibits S8-III through S8-VII.

#### **8-2.3.6 Integrated Logistics Overhaul Atlantic Fleet (ILOLANT) /Fleet Technical Support Center Pacific (FTSCPAC) and Detachments**

The ILOLANT/FTSCPAC will provide the facilities, support, training, and technical direction to accomplish a variety of configuration and logistics support services on ships during and after industrial availabilities and throughout the operational cycle. The level of support provided to the ship by the ILOLANT/FTSCPAC is dependent upon various conditions such as length of availability, COSAL effectiveness, and ship specific requirements.

An ILO is the process by which a ship's readiness is improved through training, and the audit analysis and correction of four ILO elements, i.e. the ship's configuration records, on-board TM library, PMS documentation and On Board Repair Parts (OBRPs) inventory. An ILO is traditionally conducted during an extended availability, such as a Regular or Complex Overhaul (ROH/COH). For shorter availability cycles, an ILR may be conducted. An ILR is a phased approach that includes a review of one or more of the four ILO elements.

Primary responsibilities of the ILOLANT/FTSCPAC include review, analysis and correction of the ship's existing configuration records and updating those records with accomplished alteration information. While the NSA is responsible for ensuring delivery of technical documentation, such as new TMs and PMS for newly installed equipment, ILOLANT/FTSCPAC is responsible for requisitioning all new OBRPs requirements when conducting an ILO with OBRPs offload, as well as for identifying and requisitioning OBRP deficiencies of the ship's existing supply inventory. During an ILR, it is ship's force responsibility to requisition new OBRPs requirements. Further, ILOLANT/FTSCPAC identifies and acquires TMs and PMS documentation deficient for non-alteration related equipment.

The ILOLANT/FTSCPAC will provide a report to the ship, SPM, TYCOM and the NSA of all ILS products that are on order but not received by EOA. This report will contain all information required to track status of back ordered items in accordance with reference S8(d). See this reference also for other ILO reports required at EOA.

Since the ILOLANT/FTSCPAC is the pivotal activity and must provide the ship with a complete ILS package at EOA, it is vital that close coordination and cooperation be maintained between the NSA, ILOLANT/FTSCPAC and the CDM. It is also essential that all parties involved strictly follow reference S8(d). This cooperative interface will assist the NSA with its verification responsibilities, provide the CDM with accurate information for updating the configuration database and enable ILOLANT/FTSCPAC to provide the ship with the most accurate and complete logistics support possible.

The ILOLANT/FTSCPAC will support ILSMT meetings by providing ILS Status information to the NSA in accordance with the SPM's ILSP.

#### **8-2.3.7 Fleet Technical Support Centers (FTSCs)**

FTSCs revise, print, stock, and distribute PMS documentation, including Maintenance Index Pages (MIPs) and Maintenance Requirements Cards (MRCs). When tasked and funded by the LCM or other activities, the FTSCs also develop PMS. They are also responsible for updating the List of Effective Pages (LOEP) based on configuration update information provided during the availability, which identifies all changes, and for providing these to the ship. The FTSCs may also have life cycle responsibilities as CDMs for designated ship classes.

#### **8-2.3.8 Naval Sea Data Support Activity (NSDSA)**

NSDSA provides Technical Manual Management Program (TMMP) support. NSDSA assigns a Technical Manual Identification Number (TMIN) to each new or revised manual; provides Technical Manual Contract/Seatask Requirements (TMCRs/TMSRs) to be used in procuring new or modified TMs; provides ship Indices of Technical Publications (ITPs), Battle Group ITPs, TM distribution lists and mailing labels, and coordinates stocking actions. NSDSA is responsible for maintaining the Technical Data Management Information System (TDMIS); an automated TM management information system.

#### **8-2.3.9 NAVSEA 04 Logistics, Maintenance and Industrial Operations Directorate**

NAVSEA 04 develops and integrates FMP, CM, supportability, and associated information technology to ensure the logistics adequacy of ships, systems and equipment. In this capacity

NAVSEA 04 will ensure compliance with the policy and procedures set forth in this section.

#### **8-2.3.10 Naval Inventory Control Point–Mechanicsburg (NAVICP-M)**

NAVICP-M works with the LCM/ISEA/Technical Support Activity (TSA) to ensure that all FMP material managed under their cognizance is fully supported logistically to include TMs, drawings, OBRPs and APLs. NAVICP-M provides logistics support for non-standard alteration material programmed in the Navy Data Environment-Navy Modernization (NDE-NM), formerly the Fleet Modernization Program Management Information System (FMPMIS), and cataloged for NAVICP-M cognizance when competitively reprocurring standard material. The NAVICP-M SHIPALT Program Manager is the NAVICP-M central point of contact for the purposes of identifying and monitoring SHIPALT logistics support. NAVICP-M, working with the LCM/ISEA/TSA, will ensure that each element is being accomplished on schedule, or that appropriate action is being taken to rectify deficiencies. For all Hull, Mechanical and Electrical (HM&E) systems and equipment for which NAVICP-M assumes cognizance as the result of NDE-NM programming, NAVICP-M will provide an ILS Certification Form to the SPM.

When NAVICP-M cannot provide material support for an alteration's first-time installation due to late programming, a non-support letter will be forwarded to the SPM and the PY. Such non-supported equipment will be the focus of the SPM A-12 ILS Review during subsequent alteration installations.

NAVICP-M performs the following ILS and CM functions:

- Uses the Allowance Control Panel (ACP) as the authoritative source for all allowance products requirements.
- Accepts configuration updates from CDMs.
- Provisions and builds APLs using provisioning received from the TSA as an integral part of its Supply Support Logistics Element Manager (LEM) functions.
- Forwards allowance products as directed by the TYCOM.

#### **8-2.3.11 Fleet and Industrial Supply Center (FISC) Puget Sound**

FISC Puget Sound is NAVSEA 04L's COSAL allotment outfitting Technical Operating Budget (Other Procurement, Navy Budget) holder and serves as the point of entry where initial outfitting requisitions are submitted. FISC Puget Sound advises the appropriate SPM, TYCOM, and NAVSEA 04L when funding is not available to submit NAVSEA outfitting requisitions into the Federal Supply System (FSS).

#### **8-2.3.12 Type Commanders (TYCOMs)**

The TYCOMs responsibilities are:

- Coordinate actions in support of all alterations authorized and funded by the TYCOM. The planning responsibility emphasizes budgeting for the ILS products specified in Subsection 8-1.4 and includes funds required for the acquisition of hardware, software, TE, new or modified TMs including system manuals, new or modified PMS documentation, I&C spares, MAMs, ISS, Technical Training Equipment (TTE), and ensure MP&T is available to the ship, as required. The TYCOM is responsible for ensuring that complete logistics support, as described in Subsection 8-3, is provided for all TYCOM funded alterations.
- Ensure alterations are reported and appropriate ILS products are obtained for alterations

resulting from maintenance actions. This requirement includes all changes resulting from alterations performed by Intermediate Maintenance Activities (SIMAs, IMAs, etc).

- Use the ILS Certification Form to follow-up on deficient ILS products.
- Direct NAVICP-M when and where to forward ship allowance products.
- Participate in the ILSMT.

#### **8-2.3.13 In-Service Engineering Agents (ISEAs)**

The ISEAs, as tasked and funded, are responsible for:

- Combat system/weapon system/HM&E/Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4/ISR) technical, engineering and logistics support for assigned systems.
- Provide a POA&M for delivery of required ILS products to the LCM.
- Submit planning data to the CDM for alterations planned during an availability via the SCLSI process in accordance with reference S8(e).
- PMS
  - Identify PMS requirements to the LCM during alteration development and determining if new PMS development or revision to existing PMS will be the most cost effective means to provide appropriate PMS products to the ship.
  - Provide Cost and Development/Revision Time estimates to the LCM.
  - Develop/revise existing PMS and providing them the FTSC for distribution.
  - Technically validate/approve PMS procured by NAVICP-M for non-standard alteration material or competitive procurement of standard material.
- Technical Manuals (TMs)
  - Identify TMs to the LCM during alteration development and as a result of other changes to ship's configuration.
  - Determine if new TM development or revision to existing TMs will be the most cost effective means to provide appropriate TM coverage.
  - Provide Cost and Development/Revision Time estimates to the LCM.
  - Develop/revise existing TMs and providing them for distribution.
  - Technically validate/approve TMs procured by NAVICP-M for non-standard alteration material or competitive procurement of standard material.
- Operational Sequencing System (OSS)
  - Identify OSS requirements to the LCM during alteration development and as a result of any other changes to ship's configuration.
  - Provide Cost and Development/Revision Time estimates to the LCM.
  - Provide assessments of ability to deliver to the LCM.
  - Develop/revise existing OSS and distributing it to the affected ships.
- Provisioning and Supply Support
  - See TSA, Subsection 8-2.3.14.

#### **8-2.3.14 Technical Support Activity (TSA)**

The TSA is the NAVSEA engineering activity that validates and generates the technical and engineering data and decisions of the provisioning process. The TSA is usually, but not always, the ISEA. The TSA is responsible for:

- Identify Supply Support requirements during alteration development and, as a result of any other changes to the ship's configuration, determine if new APL development or revision to existing APL will be the most cost effective means to provide appropriate OBRP support for any other change to the ship's configuration.
- Provide Cost and Development/Revision Time estimates.
- Receiving PTD from the system or equipment manufacturer, system integrator, Navy Industrial Facility, or NSA for review and acceptance or rejection. Acceptance or rejection will be based on the adequacy of the PTD to complete provisioning.
- Verify or completing technical coding of PTD in accordance with the maintenance plan.
- Determine Supply Support configuration/APL worthiness.
- Forward approved PTD to NAVICP-M for further processing.
- Provide provisioning status as required.
- Review APLs developed as a result of provisioning and coordinating corrections/updates with NAVICP-M.
- Reflect the Supply Support methodology through the assignment of the Logistic Support Status Codes (LSSCs).

#### **8-2.3.15 Regional Maintenance and Modernization Coordination Office (RMMCO)**

The RMMCO is a Fleet activity responsible for providing coordination and integration of SPM/Fleet approved alterations into non-CNO availabilities for platforms under their regional cognizance. The RMMCO is responsible for:

- Act as AIT gatekeeper to the ships.
- Assume NSA responsibilities and functions for alterations installed during non-CNO availabilities and for alterations installed when a NSA is not designated.
- Verify TYCOM/Commander In Chief (CINC) approval of scheduled alterations.
- Coordinate with the NAVSEA Alteration Management Planning-Field Coordination Office (AMP-FCO) to ensure maturity of alterations delivered to the Fleet.
- Provide all AIT government sponsors and their AIT a common, well-defined set of procedures for conducting ship modernization via AIT.
- Provide each ship Commanding Officer in the region a single point of contact for all modernization issues.
- Integrate installation teams with ship's maintenance schedules.
- Act as Fleet/TYCOM agent and single point of contact between ship, AIT, alteration sponsors and fleet/TYCOM representatives in facilitation, resolution and report Fleet AIT/modernization issues.
- Ensure the Fleet receives fully supported and mature alterations, including required ILS products.

## **SUBSECTION 8-3 LOGISTICS SUPPORT ELEMENTS AND MILESTONES**

### **8-3.1 Scope**

This subsection contains the critical milestones required for accomplishment of each ILS element. Milestone charts for Configuration Data Management, Supply Support, Technical Manuals, Support Equipment, Maintenance Requirements, and Training Support are presented as well as a narrative step-by-step description of the process. The milestones are applicable to all alterations.

Program documentation for ORDALTs, ECs, FCs and other alterations is prepared and approved by the LCM, SPM or ISEA. For procedures on preparation of these documents refer to Section 9 of this manual. It is the responsibility of the LCM to ensure that program documentation (i.e. SARs, ORDALT Instructions, etc.) for all alterations under their cognizance completely and accurately address the ILS impacts of the alteration.

### **8-3.2 Configuration Data Management**

#### **8-3.2.1 Scope**

This subsection details the procedures for ensuring that all alterations occurring as a result of the FMP process are properly and completely recorded and logistically supported.

#### **8-3.2.2 Background**

Reference S8(e) is the official US Navy policy for CSA for US Navy ships. The concept is a closed-loop process that utilizes the 3-M reporting system, periodic ship equipment validations, a CDM that is responsible for the accuracy and integrity of the ship's configuration database, and refreshment of the SNAP database.

Configuration Data Management is an ongoing effort performed by an assigned CDM. CDMs work under the direction of the SPM and NAVSEA 04L. They are assigned by ship class and are responsible for the integrity and accuracy of the SCLSI database. The SCLSI database is contained in the CDMD-OA. For detailed responsibilities of the CDMs see reference S8(e).

The following paragraphs describe a recommended timeline from A-12 through EOA+4. This timeline includes the initial database validation and reconciliation efforts. It is recognized that this timeline will not accommodate all ship classes, availabilities or circumstances; so it should be used as a guide and checklist rather than a definitive description of events within specific time periods.

#### **8-3.2.3 SHIPALT Authorization Letter and COP Funding**

At A-12, the SPM will issue the SHIPALT Authorization Letter to the PY or designated activity, with copies to the CDM (see Section 10 of this manual) and will task and fund the PY to provide the CDM with COP data. Depending upon availability of funds and the complexity of the availability, COP data submission shall encompass full data elements including the required research to provide APL numbers and all applicable logistics Type 3 data elements as specified

in reference S8(e). However, COP must provide the minimum data elements necessary for the CDM to produce credible data for the SCLSI database and Preliminary Installation Report (PIR) for the NSA.

For AIT installations occurring during an availability, but not part of the availability work package, or outside of an availability, the LCM/ISEA or the designated representative shall submit configuration planning data to the CDM no later than 30 days prior to installation.

#### **8-3.2.4 In-Service Engineering Agent (ISEA) Planning Data**

At approximately A-12, the ISEA will begin COP data submission to the CDM for alterations planned during the availability, to include any AIT installations, with final submission no later than A-2 to A-0.5. The ISEA is the technical expert responsible for specific systems and, as such, is in the best position to provide the PY with the information needed to assure accurate and complete planning data.

#### **8-3.2.5 PY Begins COP Data Preparation and Submission**

At A-10, the PY or designated activity will prepare the COP Milestone Plan and begin the review of the drawing schedule for the availability. For all alterations in the Work Package, the PY should begin submission of digitized COP data by A-6 with final submission no later than A-2 to A-0.5.

#### **8-3.2.6 CDM Evaluates Milestone Plan and Pre-loads COP Data**

At A-10, the CDM evaluates the COP Milestone Plan and recommends a Configuration Quality Review (CQR) to the SPM/TYCOM. When the CDM receives COP data from the PY by A-6, the CDM shall pre-load the ship's configuration and/or alteration records in the CDMD-OA. Before A-2, the CDM will ensure the ship configuration records for unconfirmed planned alterations (Installation/Alteration Status Codes (ISC/ASC) of "J"), to include those submitted by the ISEAs, are loaded in the CDMD-OA (SCLSI) database. After the receipt of final COP data in the Work Package, but no later than A-2, the CDM will change the ISC/ASC "J" ship's configuration records with ISC/ASC to "P" for confirmed planned alterations. For planned deletes, the CDM will ensure that the ship's configuration records contain ISC/ASC "E" or "N".

#### **8-3.2.7 Reconciliation of Databases**

At A-4 through A-0.5, the TYCOM will request a copy of the SNAP configuration database (Equipment [EQU] file) from the ship. The EQU file is provided to the CDM via Revised Alternative Dataflow (RAD) for automatic loading into the Database Reconciliation (DBR) module within CDMD-OA. This file is compared/reconciled with the SCLSI database. At A-3, the CDM will produce hardcopy Validation Aids (VALAIDs) to validate differences between configuration items in the EQU file and the SCLSI database. The candidate work file will be replicated onto CDMD-OA Central to permit ILOLANT/FTSCPAC view access to see what actions were taken by the CDM and to identify transactions for validations. Activities designated by the SPM or TYCOM will conduct validations.

By A-1, the CDM will update the SCLSI database with the results of this validation. This

reconciliation of databases is the beginning of the CQR Process. The time frames referenced are flexible and should be used as guidelines. Validations must be performed at the discretion of the SPM/TYCOM at the ship's convenience, may be accomplished incrementally but shall be documented in the CDMD-OA validation field. For submarines, the validation effort will be completed prior to the start of COP submissions. However, validations can take place up to the cut off date for allowance documentation production or A-0.5, whichever is later.

#### **8-3.2.8 SCLSI Database Update with COP Data**

The PY and LCM/ISEA will provide digital input of the results of the Work Definition/Work Package Integration Conference to the CDM. At A-3 to A-0.5 (or as soon as the PY begins submission of COP data) the CDM will begin updating the SCLSI database. In no case will the beginning of the SCLSI update be delayed past A-2.

#### **8-3.2.9 Final COP and Planning Data Submission**

At A-2, the PY and the LCM/ISEA will submit final COP and planning data for all alterations scheduled during the availability to the CDM. The A-2 COP data cutoff date is designed to meet any COSAL production cycle date. The SPM has the option of extending this cutoff date until A-0.5.

#### **8-3.2.10 Final Pre-COSAL COP Update to SCLSI Database**

At A-0.5, the CDM will submit the final SCLSI database update. This milestone date is critical and cannot be slipped without serious impact to the ILO process. The A-0.5 milestone marks the beginning of a lock-step process of database and hardcopy COSAL production that may take place over the following three months. If the PY performing COP is also the CDM, the final COP data must be submitted by the last Monday of the A-0.5 month. If the PY is not the CDM, the final COP submission must be made to the CDM by the first week of the A-0.5 month. In the event that the PY completes or changes any COP data after A-0.5, the data should be submitted to the CDM as soon as possible. The PYs must make vigorous efforts to complete all design planning and COP data prior to the Final Pre-COSAL submission cutoff date, particularly for any ship whose availability is less than nine months duration.

#### **8-3.2.11 Start Of Availability (SOA)**

The NSA or other SPM designated activity will begin its review of the ship's configuration and ILS products in accordance with reference S8(d). The purpose of this review is to identify and correct deficiencies in ILS products and correct configuration record errors.

ILOLANT/FTSCPAC or the SPM designated agent will take necessary action to resolve ILS products deficiencies. Corrections to the ship's configuration database will be forwarded to the CDM. In addition, the availability/review period will be used to accomplish validations on newly installed/inaccessible equipments that were not validated during the ship's operating cycle.

The CDM will prepare planned alterations inputs and notify the NSA/ILOLANT/FTSCPAC of completion. As installation/rip-out is completed, the NSA will submit updated records to the CDM via CDMD-OA, including location information. The NSA will utilize SCLSI to notify the

CDM of any emergent or unplanned work by submitting an electronic workfile, via CDMD-OA, with the required data. Specific data elements are required in order to build a configuration and logistics record within the SCLSI database, and ultimately to properly support the ship. The NSA or the SPM designated agent validates all installed equipment and reports accomplished alterations via CDMD-OA providing additional information (such as, serial numbers, locations, etc).

Standard data elements on these reports are critical for continuity and completeness in configuration data management. Reference S8(e) contains the requirements for the individual data elements.

If no ILO Team is involved with the availability, CSA will continue through dialogue between the CDM and the NSA/ILR. Updates to the ship's SNAP/COSAL will be accomplished using the Automated Shore Interface (ASI) process/preliminary and hardcopy APLs.

#### **8-3.2.12 End Of Availability (EOA)**

At EOA, the NSA shall list the status of all alterations for which they are responsible as identified in the A-60 days notification letter and any emergent alterations in the EOA Completion Report outlined in Subsection 8-2.3.5. The NSA is also responsible for verification of delivery of all required ILS products. The NSA will validate/verify alteration accomplishment and report the change of the ASC/ISC to the CDM electronically via CDMD-OA. The CDM will indicate completion in CDMD-OA with the use of ASC/ISC of "D"/"G".

At EOA, the ILOLANT/FTSCPAC will provide an updated SNAP database. The ILO Team will also provide all outstanding requisitions, an intermediate list of applicable TMs, all required PMS documentation and an updated LOEP.

**TABLE S8-3.2: ACTION STEPS AND MILESTONES FOR CONFIGURATION DATA MANAGEMENT**

| <i>Para Ref</i> | <i>Time Frame</i>  | <i>Action Required</i>  | <i>Who is Responsible?</i> | <i>What is Produced?</i>  | <i>To Whom Does It Go?</i> |
|-----------------|--------------------|---|----------------------------|---|----------------------------|
| 8-3.2.3         | A-12               | Issue SHIPALT Authorization Letter/COP Letter   | SPM                        | SHIPALT Authorization Funding Letter                                  | PY/NSA/CDM                 |
| 8-3.2.4         | A-12               | Commence Planning Data Submission (Note1)   | LCM/ISEAs                  | Systems Planning Data   | CDM                        |
| 8-3.2.5         | A-10               | Prepare COP Milestone Plan/<br>Begin COP Preparation                                  | PY/<br>Designated Activity | Milestone Plan for COP Submission                                     | SPM/CDM                    |
| 8-3.2.6         | A-10               | Evaluate COP Milestone Plan   | CDM                        | Recommend the Need to Conduct CQR                                     | SPM/<br>TYCOM              |
| 8-3.2.6         | A-10<br>to<br>A-6  | Begin COP Data Submission   | PY                         | COP Data  | CDM                        |
| 8-3.2.7         | A-4<br>to<br>A-0.5 | Request EQU   | TYCOM/ILO/<br>FTSC         | EQU File  | CDM                        |
| 8-3.2.7         | A-4<br>to<br>A-0.5 | Database Reconciliation/CQR Process   | CDM                        | Validated CDMD-OA/VALAIDs   | CDMD-OA                    |
| 8-3.2.8         | A-4                | Provide Results of Work Definition Conference/<br>Work Package Integration Conference | PY/LCM/<br>ISEA            | Approved Work Package   | CDM                        |
| 8-3.2.8         | A-3<br>to<br>A-0.5 | Release COP to SCLSI Database   | CDM                        | SCLSI Database Update   | SCLSI Database             |
| 8-3.2.9         | A-2                | Submit Final COP and Planning Data  | PY/ISEA/<br>LCM            | Final COP Data  | CDM                        |
| 8-3.2.10        | A-0.5              | Submit Final SCLSI Database Update  | CDM                        | Updated SCLSI Database  | SCLSI Database             |
| 8-3.2.11        | SOA<br>to<br>EOA   | Configuration and Logistics Review  | ILO Team                   | Deficient ILS Requisitions/<br>Configuration Record Error Corrections | FISC/CDM                   |
| 8-3.2.11        | SOA                | Forward PIR Package (can be electronic)   | CDM                        | PIRs  | NSA/<br>ILO TEAM           |
| 8-3.2.11        | SOA to<br>EOA      | Report completion of alterations via CDMD-OA  | NSA                        | Updated SCLSI Database  | CDM                        |
| 8-3.2.12        | EOA                | Provide Updated SNAP Database/<br>EOA/EOI ILS Products                                | ILO TEAM/<br>NSA           | Updated SNAP Database; Updated list of TMs, PMS, and LOEP             | Ship                       |

Note 1. This applies to AIT installations not part of the Work Package.

### 8-3.3 Supply Support

#### 8-3.3.1 Scope

This subsection addresses the ILS processes related to identifying, documenting, acquiring, and distributing the spare and repair parts required to operate and maintain newly installed or modified systems and equipment in accordance with the maintenance philosophy.

#### 8-3.3.2 Background

The activity that procures a system or equipment that requires maintenance at any level (i.e., Organizational, Intermediate, or Depot (O, I, or D)) is responsible for establishing Supply Support. This includes funding the procurement of PTD and the review or development and technical coding of the provisioning data by the TSA. Provisioning involves the processing of PTD, which is used for determining, identifying, and documenting the range and depth of OBRPs. Planning and programming, by Systems Commands (SYSCOMs) and their field activities, include the negotiation of a Material Support Date (MSD) which establishes the time that the FSS will assume responsibility for Supply Support; and, the preparation of Program Support Data (PSD) sheets which establish requirements and funding schedules. Fitting Out is the process of obtaining and delivering spare and repair parts on board. For additional information regarding the following subjects refer to reference S8(f) at <http://www.nslc.navsea.navy.mil/nslcprod/pafos.nsf>.

#### 8-3.3.3 Provisioning

Provisioning is accomplished for equipment/systems that will require support at either the O, I or D levels of maintenance in accordance with the maintenance philosophy. The information required for provisioning is obtained from the PTD. PTD is the generic term used for various types of data which may include, but is not limited to, provisioning data files, provisioning lists, specifications and Engineering Data For Provisioning (EDFP) (drawings and supporting documentation) which is bought from an equipment manufacturer. Provisioning data describes each part within a system/equipment in sufficient detail to enable the Navy to: make supportability and maintainability decisions; catalog piece parts; and procure OBRPs and maintain wholesale spares stock.

Sponsoring/installing activities shall acquire PTD from hardware manufacturers and submit it to the TSA via Interactive Computer-Aided Provisioning System (ICAPS). TSAs are NAVSEA engineering activities that perform the technical and engineering functions associated with the provisioning of a system or equipment. The activity sponsoring the alteration will task and fund the TSAs to receive and review/develop PTD. The designated NAVSEA TSA for Contractor Furnished Equipment (CFE) is Naval Surface Warfare Center, Carderock Division-Ship Systems Engineering Station (NSWCCD-SSES). For Government Furnished Equipment (GFE), the activity that performs the ISEA function usually performs the TSA function for the same system/equipment. NSWCCD-SSES will provide assistance with identifying a GFE TSA if assistance is required. After completion of the technical review and coding, the TSA will submit PTD to NAVICP-M via the ICAPS for completion of provisioning, which includes loading of level "C" data to the WSF, developing APLs, and establishing the range and depth allowances based on Navy approved sparing models.

### **8-3.3.3.1 Provisioning Requirements**

#### **8-3.3.3.1.1 Repair Contracts**

Use the Standard Item for Provisioning (SI 009-19) as available from [http://www.supship.navy.mil/ssrac4/insi/01insi/009-19\\_ch1.html](http://www.supship.navy.mil/ssrac4/insi/01insi/009-19_ch1.html).

#### **8-3.3.3.1.2 Overhaul/Availability Contracts**

Use the requirements package available from <https://945ntser.navsses.navy.mil/SL121-AB-LPS-010.pdf>.

#### **8-3.3.3.1.3 Government Furnished Equipment (GFE) Contracts**

For GFE, contact the TSA and NAVICP-M to establish a team to develop the requirements for each contract.

#### **8-3.3.3.1.4 Fleet Procurements**

For procurements made by the Fleet, a commercial manual with parts list, plus any other provisioning data and drawings available, must be obtained from the manufacturer/vendor and provided to the TSA for provisioning and APL development.

### **8-3.3.4 Planning and Programming**

#### **8-3.3.4.1 Material Support Date (MSD)**

The MSD is the date when the FSS is responsible for providing material support for both retail outfitting and wholesale requirements. Retail outfitting requirements are the items procured and placed onboard ships as initial outfitting items. Wholesale spares requirements are those items stocked and managed by the FSS to be used to replace failed shipboard allowance items.

LCMs/SPMs will negotiate with NAVICP-M to establish MSDs for all systems and equipment being introduced into the Fleet. If MSD occurs after EOA, Fast Cruise or Preliminary Operational Capability (POC), which ever occurs first, ISS must be provided in accordance with Subsection 8-3.3.5.

#### **8-3.3.4.2 Program Support Data (PSD)**

PSD will be prepared and submitted only for GFE procured end items or alterations that require OBRP support, including Just-In-Time Support (JITS), Performance Based Logistics (PBL), etc. It will also be prepared and submitted for CFE specifically designated as Mission Critical or equipment, which requires spares costing more than \$100K per year by joint determination of the LCM and NAVICP-M. PSD includes the number of end item installations, installation sites (including training facilities), alteration schedules and annual cost projections for OBRPs. A new PSD must be created for equipment changes and any alterations that will result in changes to established Supply Support requirements. PSD provides the basis for: budgeting initial, interim, and follow-on spares; and is used as input into the Program Objectives Memorandum (POM) and the Future Year Defense Plan (FYDP) preparation. PSD is used by NAVICP-M to establish Planned Program Requirements (PPRs). Subsection 8-2.3.10 contains an explanation of NAVICP-M's responsibilities as a procuring activity. LCMs will enter required data into the Program Support Data Automated Reporting and Tracking System (PARTS). NAVSEA 04L is

the system manager for PARTS and will periodically forward PARTS data to NAVICP-M. NAVSEA 04L will also provide training and assistance to LCMs in entering PARTS data. For more information about PARTS, refer to the PARTS website at <http://www.partsweb.navsea.navy.mil>.

#### **8-3.3.5 Interim Supply Support (ISS)**

ISS is required when a system or equipment cannot be supported by POC and OBRPs support must be provided outside of the FSS. It is also required when the FSS cannot provide OBRPs support for an equipment or system at POC. LCMs procure required OBRPs until MSD is achieved. Reference S8(f) Chapter 5 provides policy, procedures and responsibilities for providing ISS. LCMs shall include a Provisioned Item Order (PIO) option clause as a separate line item in hardware acquisition contracts to provide a contract vehicle for the Government to procure Wholesale stock level material from prime hardware manufacturers.

For systems or equipment requiring ISS, LCMs/procuring activities will require hardware manufacturers to provide an Interim Support Items List (ISIL) containing recommended OBRPs for the designated interim support period. No later than A-4, TSAs will process the ISIL into ICAPS for files loading into the WSF in accordance with the guidance for PALs in reference S8(f) Chapter 4. ISS material will be assigned a “0” (zero) cognizance symbol as a discrete identifier for interim support material. Sparing requirements for OBRPs will be determined by using the Navy approved sparing computation models. Items with existing NSNs will be supported by the FSS and only the new, non-standard items will be supported by ISS. In addition, the LCM will provide a list of MAMs procured directly from the hardware manufacturer, using the PIO option, to the SPM, TSA, ILO Team, ship, NSA and NAVICP-M.

Under ISS, the procuring activity will coordinate with NAVSEA 04L to provide information on whether OBRPs will be positioned in a bonded warehouse operated by the ISEA, commercial vendor, the hardware manufacturer, or in a central warehouse operated by NAVSEA 04L. Each bonded warehouse will be assigned a Unit Identification Code (UIC) and a Routing Identifier Code for requisition and inventory purposes.

#### **8-3.3.6 Advance Repairable Identification Codes (RICs)**

The Advance RIC process shall be initiated for all equipment that will not have provisioning submitted to NAVICP-M prior to alteration installation no later than A-4. While the Advance RIC process does not eliminate the need to develop AAPs, the procedure will allow the AAP and the equipment it represents to be identified with an actual RIC in the ship’s CSA file as opposed to a pseudo RIC that has been used in the past. This will allow ships to receive identification of OBRPs requirements via ASI for SNAP ships, and Automated Monthly COSAL Maintenance Action Report (Auto-MCMAR) as the final provisioning process is completed and the APL is generated.

#### **8-3.3.7 Procure Installation and Checkout (I&C) Material**

LCMs are responsible for the acquisition of all required I&C material. LCMs will require hardware contractors to provide a listing of material, special tools and special TE required for I&C. Parts assigned a NSN will be requisitioned through the FSS. LCMs may include an optional line item in the hardware contract for I&C material not available through the FSS. I&C

material will be packaged separately as a kit and clearly marked to ensure proper receipt and control, and will be shipped concurrently with the system/equipment to the NSA. The LCM, or designated representative, will ship Special Tools and TE, packaged separately and clearly marked for receipt, to the NSA on an as required basis. I&Cs will also be shipped to the ISEA, which will assemble complete kits from contractor and FSS shipments. Complete kits will be shipped to the NSA on an as needed basis. Any residual I&C material will be returned to the ISEA for disposition using Material Turned Into Stores (MTIS) ashore procedures.

### **8-3.3.8 Fitting Out**

#### **8-3.3.8.1 Initiate Procurement of On Board Repair Parts (OBRPs)**

For standard items identified by NSNs, NAVICP-M will assign an Inventory Manager and establish PPRs for system or equipment outfitting and system stock. NAVICP-M will initiate procurement of required OBRPs prior to the SOA. NAVICP-M will forward FMP requirements for items under the cognizance of other Inventory Control Points (ICPs) to request adequate stock availability of those items in the FSS.

For non-standard items supported through interim means, LCMs will invoke the PIO option in the hardware contract to procure OBRPs. These parts should be positioned, until requisitioned, in a centralized staging facility operated by NAVSEA in order to avoid the proliferation of multiple program stock points. However, if a Program Manager decides to establish a program-unique stock point, they will need to notify NAVSEA 04L to ensure that the facility has the capability to make assets visible and accessible for the purpose of processing Military Standard Requisitioning and Issue Procedures (MILSTRIP) requisitions.

#### **8-3.3.8.2 Establish Supply Support Availability**

At A-12, the LCM will verify the availability of OBRPs at the time of alteration installation by completing the required portions of the ILS Certification Form. In the event of Supply Support deficiencies at A-12, the LCM will review the status of Supply Support development and provide an A-12 status review update to the SPM at A-4, although this is a continuous review and update process. The LCM will notify the SPM/CDM of any on-going deficiencies, including those resulting from design or equipment alterations.

#### **8-3.3.8.3 Requisition On Board Repair Parts (OBRPs)**

Ship's Force is responsible for requisitioning OBRPs during an availability. ILOLANT/FTSCPAC will interface with the ship as needed to ensure all requisition shortages resulting from ASI processing during the availability are generated and submitted. For submarines going through Depot Modernization Period (DMP)/ROH when all OBRPs are offloaded, the ILO Team will identify all inventory deficiencies and submit requisitions using standard ILO procedures specified in reference S8(d). For OBRPs supported by ISS, NAVICP-M will forward requisitions to the appropriate contractor/activity. For ISS staged under the Push-to-Pull Program, the Outfit Support Activity (OSA) will forward those requisitions to the NAVSEA Staging Facility.

If no ILO/ILR is established for an availability, the NSA or designated activity will provide the ship with alteration data, appropriate allowance lists and supply aids to assist the ship's Supply

Officer in requisitioning the required OBRPs.

#### **8-3.3.8.4 Receive On Board Repair Parts (OBRPs)**

The responsibility for receipt of stock replenishment OBRPs during an availability has shifted from ILOLANT/FTSCPAC to the shipboard supply department for COMNAVSURFLANT/PAC ships. This is due to repair part analysis functions no longer being accomplished during an availability. For submarines going through DMP/ROH when all OBRPs are offloaded, the ILOLANT/FTSCPAC will maintain a file of outstanding requisitions. As material is received, the file will be updated. At EOA, a copy of the outstanding file will be forwarded to the NSA and the ship's Supply Officer.

#### **8-3.3.8.5 Verify Supply Support**

At EOA+1, the NSA, supported by ILOLANT/FTSCPAC, will verify to the SPM that the installed configuration supporting the availability is resident in CDMD-OA and the shipboard SNAP system. Accurate configuration drives the allowed OBRPs onboard via the ASI process. For COMNAVSURFLANT/PAC ships, the ship's Supply Department requisitions the allowed OBRPs resulting from the ASI process during an availability.

For submarines going through DMP/ROH when all repair parts are offloaded ILOLANT/FTSCPAC will assure that the required OBRPs have been provided to the ship for all changes made during the availability. Copies of the verification forms (Exhibits S8-III thru S8-VII) will be provided to the SPM, PY, ship, TYCOM, and CDM.

**TABLE S8-3.3: ACTION STEPS AND MILESTONES FOR SUPPLY SUPPORT**

| <b>Para Ref</b> | <b>Time Frame</b> | <b>Action Required</b>                         | <b>Who is Responsible?</b> | <b>What is Produced?</b>                                | <b>To Whom Does It Go?</b>                            |
|-----------------|-------------------|--|----------------------------|---|---|
| 8-3.3.3         | *                 | Provide PTD                                    | Procuring Activity/LCM     | APLs and Supply Support                                 | NAVICP via the TSA                                    |
| 8-3.3.4.1       | **                | Negotiate MSD                                  | LCM/ISEA/NAVICP            | MSD for System/Equipment                                | NAVICP  |
| 8-3.3.4.2       | **<br>***         | Provide PSD                                    | LCM/ISEA                   | PSD Sheets**  | NAVICP<br>NAVSEA 04L                                  |
| 8-3.3.5         | A-4               | PAL Development                                | ISEA/TSA                   | PALs/Interim Support Allowances                         | NAVICP  |
| 8-3.3.5         | POC until MSD     | Provide Interim Supply Support                 | Procuring Activity/LCM     | Interim OBRPs Requisitions/Bonded Warehouse Positioning | Contractor/<br>NAVSEA 04L                             |
| 8-3.3.6         | A-4               | Advance RIC Development                        | ISEA/TSA                   | Advance APL Numbers                                     | NAVICP  |
| 8-3.3.7         | SOA-PLT           | Procure I&C Spares                             | LCM                        | I&C Spares  | ISEA/NSA  |
| 8-3.3.8.1       | SOA-PLT           | Initiate Procurement of Spare and Repair Parts | NAVICP/LCM                 | PIO/PPR/SPR   | Contractor/Navy and DLA Stock Points                  |
| 8-3.3.8.2       | A-12 to A-4       | Establish Supply Support Availability          | LCM                        | ILS Certification Form                                  | SPM/CDM   |
| 8-3.3.8.3       | SOA to EOA        | Requisition Repair Parts                       | ILO Team/Ship's Force      | Repair Parts  | Supply System/ Contractor/<br>NAVSEA Staging Facility |

\* = Hardware procurement plus 90 days

\*\*= As soon as requirement is identified.

\*\*\* = PSD Sheets entered in PARTS. NAVSEA 04L transmit data to NAVICP

PLT = Procurement Lead Time (includes both production and administrative lead times)

### 8-3.4 Technical Manuals (TMs)

#### 8-3.4.1 Scope

This subsection addresses the acquisition and management of TMs including those publications, revisions and changes necessary to conduct operations, repair and overhaul of systems and equipment as it applies to the FMP. For all alterations installed under the FMP, the LCM is responsible for the timely identification of TM deficiencies and the acquisition and delivery of accurate new or changed TMs to the fleet. The NAVSEA TM Update Program establishes responsibility for the maintenance of the TM by designating a single Technical Manual Maintenance Activity (TMMA) for each ship set of TMs as follows:

- Ordnance and Electronic TMs
  - LCM/ISEA
- HM&E TMs
  - Selected TMs reserved by NAVSEA Directorate/LCM
  - PYs assigned selected TMs
  - All HM&E equipment TMs are assigned to NSWCCD-SSES

As specified in S8(g), activities are required to provide one copy of each TM produced to the NSDSA, Port Hueneme, CA. In addition, TMMAs are required to maintain the accuracy of all related TM data in the TDMIS managed by the NSDSA.

For purposes of identifying responsibilities and procedures, Maintenance Standard (MS) TMs are to be developed, changed or revised using the same criteria as would apply to all other TMs.

#### 8-3.4.2 TM Impact Identified

At A-12, in conjunction with the development of a SAR, the PY will identify TM impacts.

#### 8-3.4.3 New TM Development, Changes or Revisions Tasked

At A-12, based on the contents of the SAR, Engineering Change Proposals (ECPs) or other supporting information, the LCM verifies the TM requirements and begins acquisition. The task statements must include a specific completion date that will ensure delivery of the TMs to the NSA by the SOA. New TM development, changes or revisions can be accomplished by the LCM, by the cognizant ISEA/TMMA or through contractor support. The TMMA shall be funded to review and approve all contractor developed or revised TMs. Reference S8(g) requires that a TMCR (or a TMSR for in-house efforts) must be used for all TM acquisitions. TMCRs/TMSRs can be obtained from NSDSA. TMINs will be requested for all new, revised, and changed TMs, by either the LCM or their designated agent, using a TMIN Request (TMIN-R) NAVSEA Form 4160/5 as cited in reference S8(g), or submitted via TDMIS.

When requesting a TMIN for a change package that is based on an alteration, it is essential that data in Block 17 (Equipment Applicability Information) and Block 19 (Applicable Alterations/Modifications) be provided.

TMINs shall be assigned for all TMs, including COTS TMs. Any COTS manuals that do not meet the requirements of reference S8(g) will require the development of

supplementary information.

#### **8-3.4.4 TM Availability Established**

At A-12, the LCM will identify the applicable TM numbers/revisions/changes that will support the planned alteration installation and that will be available by SOA. The LCM provides the information to the SPM/CDM/ISEA on the ILS Certification Form as part of the Logistics Review Process (LRP) or SPM ILS Status Review.

#### **8-3.4.5 TM Availability Status Review Follow-up**

At A-4, the SPM will request a full status review of all TMs that were not identified as available during the SPM A-12 ILS Status Review. The LCM will forward this information to the SPM/CDM.

#### **8-3.4.6 Request Index of Technical Publications (ITP)**

At A-2, the NSA requests TM data supporting the EOA configuration from NSDSA. These products are based upon SCLSI/WSF configuration data, and will reflect the ship configuration available at A-1.

NSDSA maintains the TDMIS. NSDSA will provide products from TDMIS to the FTSCs, ILO Teams, PYs, and NSAs in support of their missions. These products can include the ITP and SOA products for a specific ship, such as:

- Publications Deficiency Report
- Projected EOA Inventory
- Set of Publications Data Sheets
- Equipment not supported by Publications Report (RIC sequence)
- Equipment not supported by Publications Report (Hierarchical Structure Code (HSC) sequence)
- Standard Data Interface Format (SDIF) File (Electronic) For TECHMANPRO
- Automated Distribution List
- APL/Allowance Equipage Lists (AELs)
- Reports which correlate TMs to equipment configuration by hull

#### **8-3.4.7 SOA Work Package Delivered**

At A-1, NSDSA provides a SOA Work Package of TM data to the ILOLANT/FTSCPAC in support of a scheduled Technical Manual Analysis Group (TAG). In their package, NSDSA will identify all TMs required to support the ship. The ILOLANT/FTSCPAC uses this Work Package to conduct their review of the ship's TM library. Using ILO procedures contained in reference S8(d), the ILO/ILR Team will review the ship's on-hand TMs to ensure applicability, current update and completeness if directed by the TYCOM.

#### **8-3.4.8 Ship's TMs Delivered**

The LCM will ensure that all TMs supporting the availability are delivered by the TMMA/ISEA to the NSA by SOA. At EOA+1, the NSA will verify that all TMs applicable to equipments installed during the availability have been provided to the ship for inclusion in the ship's library. This verification is required for all alterations accomplished during the availability.

If any equipment is modified in an unplanned manner by a repair action, or if any equipment is procured locally by the NSA, the NSA will task and fund the TMMA/ISEA to develop the necessary TM changes.

If a TM cannot be delivered to the ship by EOA, the TMMA via NSA will provide a draft “red-lined” TM at a minimum to ensure that the ship leaves the availability with technical documentation. One paper copy of the TM will be delivered in addition to two electronic versions.

#### 8-3.4.9 Request EOA ITP

At EOA-1, the NSA may request an EOA ITP and other lists or electronic files from NSDSA.

#### 8-3.4.10 EOA ITP Produced and Delivered

During the availability, the NSA provides configuration and logistic data updates to the CDM/ILO Team. At EOA, NSDSA provides the ship an ITP based on configuration data contained in CDMD-OA.

**TABLE S8-3.4: ACTION STEPS AND MILESTONES FOR TECHNICAL MANUALS**

| Para Ref | Time Frame | Action Required                                  | Who is Responsible?                          | What is Produced?                               | To Whom Does It Go?                      |
|----------|------------|--|--|---|--|
| 8-3.4.2  | A-12       | Identify New TM Requirements                     | PY   | PY Produces SAR                                 | SPM/LCM                                  |
| 8-3.4.3  | A-12       | Task/Begin TM Acquisition                        | LCM  | TMCR/TMSR                                       | TMMA/ISEA                                |
| 8-3.4.4  | A-12       | Identify Supporting TMs                          | LCM  | ILS Certification Form                          | SPM/CDM/ISEA                             |
| 8-3.4.5  | A-4        | TM Status Follow-up                              | LCM  | Updated ILS Certification Form                  | SPM/CDM/ISEA                             |
| 8-3.4.6  | A-2        | Request ITP                                      | NSA  | Request Products Supporting EOA Configuration   | NSDSA/<br>NAVSEALOGCEN<br>(SSN688 Class) |
| 8-3.4.7  | A-1        | Forward Copy Of SOA Work Package                 | NSDSA  | TM Requirements List                            | ILOLANT/<br>FTSCPAC                      |
| 8-3.4.8  | A-1        | Provide TM SOA Work Package/CITL (SSN 688 Class) | NSDSA/<br>NAVSEA<br>LOGCEN<br>(SSN688 Class) | SOA Work Package of TM Data/CITL (SSN688 Class) | ILO Team/<br>FTSCPAC                     |
| 8-3.4.8  | SOA        | Deliver New TMs                                  | TMMA/ISEA                                    | Revised TMs                                     | NSA                                      |
| 8-3.4.9  | EOA-1      | Request EOA ITP                                  | NSA  | ITP Electronic File                             | NSDSA                                    |
| 8-3.4.10 | SOA to EOA | Update CDMD-OA                                   | CDM/ILO TEAM                                 | Updates for ITP                                 | NSDSA                                    |
| 8-3.4.10 | EOA        | Update ITP                                       | NSDSA  | Updated ITP                                     | Ship                                     |

### **8-3.5 Support Equipment (SE)**

#### **8-3.5.1 Scope**

This subsection addresses the acquisition of SE and its associated ILS products. SE is any equipment (mobile or fixed) required to support the operation and maintenance of a system/equipment. This includes multi-use end items, ground handling and maintenance equipment, tools, metrology and calibration equipment, TE and Automatic Test Equipment (ATE). Section 21 of reference S8(h) provides detailed information on Test, Measurement and Diagnostic Equipment (TMDE) requirements determination, acquisition and support for new construction ships. Alterations may also precipitate modifications to Printed Circuit Boards (PCBs) that have Test Program Sets (TPSs) and Gold Disks.

#### **8-3.5.2 Background**

The major categories of SE most generally affected by system or equipment alterations are:

- General Purpose Electronic Test Equipment (GPETE)
- SPETE
- Calibration Standards (CALSTDs)
- Tools and test accessories and maintenance aids
- Built-In Test Equipment (BITE)/instrumentation
- Test Program Sets and Gold Disk for circuit card testing
- Automatic Test Equipment (ATE)

TE is divided into two categories, GPETE and SPETE. GPETE is defined as test equipment that can, without modification, test two or more equipment/systems of different design. SPETE is TE that is specifically designed to test a single equipment/system. It is the LCM's responsibility to identify all portable and installed SE requirements and to assure that SE will be available to both the operating forces and the supporting maintenance activities at SOA. The LCM must also identify SE impacted by system/equipment removals.

#### **8-3.5.3 Support Equipment Requirements Submitted**

At approximately A-12, the LCM will submit all SE support and measurement requirements to NAVSEA 04M and NAVSEA 04L. Those organizations and supporting field activities will review the information and assist the LCM in executing for GPETE, SPETE, CALSTDs and associated documentation requirements. The LCM must also provide equipment removal data to NAVSEA 04M and NAVSEA 04L.

The requirements for use of standard Navy ATE are included in references S8(h) and S8(i). The standard US Navy ATE is the AN/USM-636(V) with Naval Air Systems Command (NAVAIR) PMA260 as the Program Manager (PM). When ATE is utilized, a TPS must be developed for each unique PCB. A TPS consists of an interface adapter, test program and the instructions for test program operation. The requirements for TPSs are generally determined by a Level Of Repair Analysis (LORA) and identified in the Maintenance Plan. A Gold Disk Compact Disk-Read Only Memory (CD-ROM) test procedure is similar to a TPS in that it allows a PCB to be tested to a failed component. Gold Disks are utilized with the AN/USM-646 Test Set. NAVSEA

04M is the PM for the AN/USM-646 and Gold Disks. At approximately A-12, the LCM will direct the development of TPSs or Gold Disks, if required. Gold Disks and TPSs must be developed for standard Navy ATE using standard Navy test software language. The LCM must inform NAVAIR PMA260 and NAVSEA 04M of alterations that impact existing AN/USM-465 TPS or AN/USM-646 Gold Disks respectively. Alterations may also cause modifications to PCBs that have TPS and Gold Disks. The impact of PCB modification will require actions taken to correct fault isolation procedures (MS, TPS, Gold Disks) at all maintenance levels.

#### **8-3.5.4 Tools, Test Accessories, Maintenance Aids Identified**

At approximately A-12, the LCM or designated agent will develop a preliminary AEL and submit it to Naval Sea Logistics Center (NAVSEALOGCEN) for approval.

#### **8-3.5.5 Calibration Procedure Requirements Identified**

Development of Calibration Requirements List (CRL), calibration procedures and the procurement of test and calibration equipment must be coordinated with NAVSEA 04M and NAVSEA 04L. At approximately A-12, NAVSEA 04L will develop calibration procedures and initial intervals for new GPETE and SPETE, and will coordinate associated CALSTDs requirements with NAVSEA 04M. The Metrology Calibration (METCAL) Manager in NAVSEA 04M will develop calibration procedures and initial intervals for new calibration standards identified in the GPETE and SPETE calibration procedures in accordance with reference S8(j). The Shipboard Instrumentation and Systems Calibration (SISCAL) PM in NAVSEA 04M will also determine the impact of alterations to installed instrumentation and associated CRLs, Shipboard Gage Calibration Program (SGCP) and SISCAL procedures, which includes Instrumentation Calibration Procedures (ICPs) and BITE.

#### **8-3.5.6 Support Equipment Impacts Identified Including Stowage**

At A-12, during the development of the SAR, the PY will identify changes required to SE at both the ship and the maintenance activities, including stowage capacity. The appropriate signatures of the LCM, SPM and PY will certify this information.

#### **8-3.5.7 GPETE, SPETE, and Calibration Standards (CALSTDs) Procured**

At A-12, the LCM will interface with NAVSEA 04L and 04M for all GPETE, SPETE, and CALSTDs required for the system or equipment and provide to the procuring activity. SPETE must be available concurrent with the equipment/system delivery. Since lead-time for procurement may vary, it is the responsibility of the LCM to initiate procurement to ensure timely delivery. The LCM must provide adequate ILS for all SPETE. NAVSEA 04L shall provide adequate ILS for all GPETE and CALSTDs. All SE requiring calibration shall have greater than two-thirds of its calibration life remaining when delivered to the ship.

#### **8-3.5.8 Identify Documentation Requirements**

At A-12, the LCM will identify the applicable TM Numbers/Revisions/Changes that will support the planned alteration and ensure availability by SOA. This information will be identified on the ILS Certification Form as part of the SPM ILS Status Review. NAVSEA 04M will identify and initiate development of appropriate METCAL and SISCAL documentation, including CRLs,

procedures and intervals for CALSTDs, training programs, and calibration activity certification requirements.

#### **8-3.5.9 SE Availability Status Review**

At A-4, the SPM will request a full status review of all SE documentation that was not identified as available at SOA during the SPM A-12 ILS Status Review. A copy of this information will be forwarded to the CDM.

#### **8-3.5.10 Ship Portable Electrical/Electronic Test Equipment Requirements List (SPETERL) Developed**

At A-6, NAVSEA 04L will direct the Logistics Element Support Activity (LESA) at Weapon Station (WPNSTA) Earle to develop a SPETERL for the ship. The SPETERL identifies the GPETE and SPETE requirements, and provides specific information about the SE, i.e. onboard allowance quantities, equipment application, AEL numbers and stowage information. The LESA will forward a copy of the SPETERL to the ILOLANT/FTSCPAC and NSA to assist in the review of the ship's current inventory.

#### **8-3.5.11 GPETE and SPETE Delivered**

NAVSEA 04L will procure and deliver additional required GPETE based on the total ship requirements for GPETE. At SOA, the LCM will ensure that the appropriate SPETE is delivered to the hardware receiving activity concurrent with the hardware delivery.

#### **8-3.5.12 Tools, Test Accessories, Maintenance Aids Delivered**

The LCM is responsible to provide all Tools, Test Accessories and Maintenance Aids to the ship/NSA by EOA-6 and that appropriate AELs are revised to reflect the new requirements. ASIs for submarines and non-automated ships will contain OSI allowances for tools and consumables. ASIs for all other ship classes will not contain the OSI allowances and therefore will not build the associated SNAP stock record data.

#### **8-3.5.13 ATE Test Program Sets (TPSs) and Gold Disks Delivered**

Utilization of ATE/TPS at the O/I level must be coordinated with NAVSEA 04M. The LCM will ensure that any O or I level ATE, TPSs and Gold Disks are delivered to the ship by EOA-3.

#### **8-3.5.14 Instrumentation Calibration Procedures (ICPs) Delivered**

The LCM will ensure that approved Navy ICPs have been delivered to the designated calibration facilities.

#### **8-3.5.15 Support Equipment Verified**

At EOA+1, the NSA will verify to the SPM that SE and associated ILS have been provided to the ship for all equipment installed during the availability (see Exhibits S8-III thru S8-VII). The NSA will submit the verification to the SPM and provide a copy to the PY, CDM, TYCOM, and ship.

**Table S8-3.5: ACTION STEPS AND MILESTONES FOR SUPPORT EQUIPMENT**

| <b>Para Ref</b> | <b>Time Frame</b> | <b>Action Required</b>  | <b>Who is Responsible?</b>                             | <b>What is Produced?</b>                                  | <b>To Whom Does It Go?</b>                 |
|-----------------|-------------------|---|--|---|--|
| 8-3.5.3         | A-12              | Submit SE Requirements/<br>Initiate TPS Development               | LCM  | List of SE TPSs/Gold Disks Requirements                   | NAVSEA 04M/<br>NWS EARLE NJ/<br>NAVSEA 04L |
| 8-3.5.4         | A-12              | Develop Preliminary AEL   | LCM (or Designated Agent)                              | Preliminary AEL   | NAVSEALOGCEN                               |
| 8-3.5.5         | A-12              | Develop ICPs for BITE/SPETE                                       | LCM (or Designated Agent)/<br>NAVSEA04M/<br>NAVSEA 04L | ICPs  | NWAC MS 62                                 |
| 8-3.5.6         | A-12              | Identify SE Impacts in SAR  | PY   | Changes to SE Stowage                                     | SPM/LCM                                    |
| 8-3.5.7         | A-12              | Initiate Request for SPETE/GPETE/<br>CALSTDs                      | LCM  | Procurements  | NAVSEA 04M/<br>NAVSEA 04L                  |
| 8-3.5.8         | A-12              | Identify Applicable TMs Revisions/<br>Changes                     | LCM/NAVSEA 04M   | ILS Certification Forms                                   | SPM/CDM                                    |
| 8-3.5.9         | A-4               | Updated Status Documentation                                      | LCM  | Updated ILS Certification Forms                           | SPM/CDM                                    |
| 8-3.5.10        | A-6               | Develop SPETERL   | NWS EARLE  | SPETERL   | ILO/NSA                                    |
| 8-3.5.11        | SOA               | Deliver SPETE   | LCM  | SPETE   | Hardware Receiving Activity                |
| 8-3.5.11        | EOA               | Deliver GPETE   | NAVSEA 04L   | GPETE   | SHIP                                       |
| 8-3.5.12        | EOA-6             | Deliver Tools, Test Accessories,<br>Maintenance Aids/Revised AELs | LCM  | Tools, Test Accessories,<br>Maintenance Aids/Revised AELs | NSA/Ship                                   |
| 8-3.5.13        | EOA-3             | Deliver/USM-465 ATE TPS and<br>AN/USM-646 Gold Disks              | LCM  | ATE TPSs  | Ship                                       |
| 8-3.5.14        |                   | Deliver ILS   | LCM  | ICPs  | Calibration Facilities                     |
| 8-3.5.15        | EOA+1             | SE ILS Verification   | NSA  | ILS Verification Form                                     | SPM/PY/CDM/<br>TYCOM/Ship                  |

### **8-3.6 Maintenance Requirements**

#### **8-3.6.1 Scope**

This subsection addresses the identification and documentation of PMS and Class Maintenance Plan (CMP)/Integrated Class Maintenance Plan (ICMP) tasks to ensure maximum operational readiness for alterations installed under the FMP.

#### **8-3.6.2 Background**

Maintenance planning establishes the concepts and requirements for maintaining equipment at each level during its useful life. The PMS concept has been developed to provide the sailor with the information necessary to plan, schedule, and accomplish Preventive Maintenance (PM) on equipment/systems. The documentation used to accomplish the PM is a MIP and MRC. The MIP is a listing of all MRCs that apply to a particular equipment/system aboard ship. The MRC tells the sailor when to perform PM, the technical expertise required to perform it, the length of time needed to perform it, applicable safety precautions, the tools, material, parts (common and APLs supported) and TE needed to perform it, and the detailed procedures that must be followed in order to accomplish the requirement. The LOEP is a listing of all MIPs applicable to the ship.

The CMP/ICMP describes mandatory PM, inspection, and corrective maintenance requirements above the organizational level as well as alterations and availability routines using the philosophies of Condition-Based Maintenance (CBM) as described in reference S8(k). The CMP/ICMP requirements are compiled and maintained in an electronic database. This information is used in planning continuous maintenance and maintenance availabilities. A feedback system has been established which allows for CMP/ICMP tasks to be reviewed and modified on a continual basis.

Changes to the ship's configuration, including MACHALTs, FCs and ORDALTs do not necessarily affect the existing PMS and CMP/ICMP tasks for the equipment. Generally, changes in piping systems, valves, electric motors, controllers, many pumps, and flexible couplings do not require new PMS and CMP/ICMP task development. Rather, they require the identification of existing PMS and CMP/ICMP tasks that are reapplied to newly installed equipment. Follow-on alteration installations that have already had the PMS and CMP/ICMP task impact identified require only identification and reapplication to the newly affected hull. However, for those hardware alterations that change or add functions or represent new systems or equipments, the early identification of PMS and CMP/ICMP task requirements for development or revision will allow for timely update and distribution of PMS and CMP/ICMP task documentation.

#### **8-3.6.3 Maintenance Requirements Identified and Tasked**

At A-12, the PY will identify on the SAR if there are PMS impacts and CMP/ICMP tasks. For alterations to hardware that have no PMS and CMP/ICMP tasks developed, the LCM will task and fund for development of or revision to the existing PMS. Tasking will be accomplished by the LCM in conjunction with the PMS and CMP/ICMP Program Managers in NAVSEA 04M. It is equally important that the approved PMS and CMP/ICMP task documentation be forwarded to the appropriate FTSC who acts as the LESA for PMS and CMP/ICMP tasks. FTSC will print

and distribute PMS and CMP/ICMP task documentation to the ILO site, or ship when no ILO is scheduled, for incorporation into the ILO PMS and CMP/ICMP task analysis in accordance with reference S8(d). This analysis will result in updated LOEPs, MIPs and MRCs for the ship.

#### **8-3.6.4 Verification of Maintenance Documentation Availability**

At A-12, the LCM will identify all PMS and CMP/ICMP task documentation that will be available by the SOA. In the event of PMS and CMP/ICMP task deficiencies at A-12, LCM will review the status of PMS and CMP/ICMP task development and provide an ILS Certification Form status review update to the SPM at A-4.

#### **8-3.6.5 Maintenance Documentation Availability Status Review**

At A-4, the SPM will request the LCM to provide a full ILS status review of all PMS and CMP/ICMP task documentation that was not identified as available during the SPM A-12 ILS review. The information will be provided using ILS Certification Form.

#### **8-3.6.6 Maintenance Documentation Delivery**

Between SOA and EOA, ILOLANT/FTSCPAC will conduct a PMS analysis. At EOA, the LOEP will be generated or updated to reflect any new PMS requirements. The ship's 3-M database will also be reviewed for updates.

#### **8-3.6.7 Naval Supervising Activity (NSA) Maintenance Documentation Verification**

At EOA+1, using information provided by ILOLANT/FTSCPAC, the NSA will verify to the SPM that PMS and CMP/ICMP task support has been provided to the ship for all alterations installed during the availability (see Exhibit S8-III thru S8-VII). A copy of this verification will be provided to the PY, CDM, TYCOM and the ship. The FTSC will provide the ship with a list of applicable PMS and CMP/ICMP tasks at EOA. In addition, the NSA will provide a copy of all reported PMS and CMP/ICMP task deficiency lists to FTSC.

**TABLE S8-3.6: ACTION STEPS AND MILESTONES FOR  
MAINTENANCE REQUIREMENTS**

| <b>Para Ref</b> | <b>Time Frame</b> | <b>Action Requirement</b>                           | <b>Who is Responsible?</b> | <b>What is Produced?</b>          | <b>To Whom Does it Go?</b>   |
|-----------------|-------------------|---|----------------------------|-----------------------------------|------------------------------|
| 8-3.6.3         | A-12              | Identify PMS and CMP/ICMP Impact                    | PY                         | SAR                               | SPM                          |
| 8-3.6.3         | A-12              | Task/Fund Development/ Revision of PMS and CMP/ICMP | LCM                        | Tasking Document                  | Developing Activity          |
| 8-3.6.4         | A-12              | Verify Documentation Availability                   | LCM                        | ILS Certification Forms           | SPM/CDM                      |
| 8-3.6.5         | A-4               | Provide Updated ILS Status                          | LCM                        | Updated ILS Certification Forms   | SPM/CDM                      |
| 8-3.6.6         | SOA to EOA        | Updated PMS Package Assembled                       | ILOLANT/ FTSCPAC           | Updated PMS Documentation Package | Ship                         |
| 8-3.6.7         | EOA+1             | PMS and CMP/ICMP Verification                       | NSA                        | ILS Verification                  | SPM/PY/CDM/ Ship/TYCOM/ FTSC |

### **8-3.7 Training Support**

#### **8-3.7.1 Scope**

This subsection addresses the logistics element of Training. Its purpose is to ensure that Training requirements for the operation and maintenance of the system/equipment are developed and in place in concert with Fleet introduction.

#### **8-3.7.2 Background**

The installation of a system/equipment alteration may have a major impact on MP&T requirements and on Training system/equipment. New or revised training courses may need to be developed and implemented prior to introducing the alteration into the Fleet. Occasionally interim Training will need to be implemented if Navy Training is not developed in time to meet the initial installation of the alteration. A system/equipment alteration may not only affect shipboard system/equipment, but may also impact system/equipment at training sites (i.e. Training Devices (TDs) and aids), and specific manning plans in terms of numbers and military skill classification.

Assessment of Training impacts for all equipment/system alterations is performed in accordance with reference S8(1) the Training Planning Process Methodology (TRPPM). For requirements determination on submarine applications refer to references S8(m)and S8(n).

Configuration data management for shore based training facilities is being performed in CDMD-OA. NAVSEALOGCEN is the CDM for surface ship Training activities under the direction of NAVSEA 04L, and the requirements of Section 3 of this manual. The SSN 688 Class PY has been assigned as CDM for the SSN Training facilities under direction of the Single Point of Contact for Submarine Training (NAVSEA 92L). Copies of all Ship's Configuration Change Forms (OPNAV 4790/CK) must be entered in the on-site SNAP system and provided to the assigned CDM for those sites via the Training Facility 3-M coordinator for those sites.

The succeeding paragraphs provide details of the action steps shown in Table S8-3.7. These actions apply to all alterations that affect the operation or maintenance of a system or equipment.

#### **8-3.7.3 Training Requirements Identified**

Training requirements are identified through a variety of inputs including Navy Training System Plans (NTSPs). The SPM compiles known POM alteration requirements for new and existing TTE, tactical and trainer unique COTS, and TD; and alterations to TTE, tactical and trainer unique COTS, and TD. The LCM/SPM are responsible for submitting the POM through their appropriate chain of command for funding material changes for Training sites in addition to funding new Training or major upgrades. Due to the long lead-time nature of Training requirements development and execution, these inputs are compiled in advance of specific program documentation such as the ILS Certification Form.

#### **8-3.7.4 Navy Training System Plans (NTSPs) Developed**

In conjunction with the CNO, the LCM and NAVSEA 92L for Undersea Systems determines, the requirements for development or revision of a NTSP based on criteria contained in reference

S8(1). The DA/SYSCOM/LCM/SPM initiates the actions necessary to develop or revise a NTSP to put in place the required Training on a continuing basis. The NTSP is reviewed at an NTSP Conference and submitted to the CNO Sponsor for approval. The NTSP process is designed to deliver a complete, logistically supported package, including curricula and Training equipment, to the training activity.

Updating existing NTSPs may also require the LCM/SPM to develop a new curriculum and/or training package depending on the amount of change.

#### **8-3.7.5 Crew and Shore Based Training Requirements Identified**

At A-12, the PY or the SAR preparation activity will identify, as specifically as possible, the Training impacts of the alteration to ship's force and shore based Training facilities. If the alteration is already addressed by a NTSP, the NTSP will be referenced in the ILS Certification Form. The ILS Certification Form is approved by the appropriate signatures.

#### **8-3.7.6 Crew and Shore Based Training Assessment**

Based on the information contained in the JCF and SAR, the LCM/SPM conducts an assessment of Training requirements. When a NTSP exists, and is identified, no further assessment is required, provided the existing NTSP addresses the alteration and Training equipment requirements. When a NTSP does not exist, the LCM/SPM is responsible for assessing and resolving on board and shore based Training equipment and facility issues. Curriculum requirements are developed and approved. This assessment identifies actions to provide for interim Training, NTSP requirements and alteration installation at the appropriate shore based Training sites.

#### **8-3.7.7 Arrange for Interim Training**

Often the lead-time to fully implement a NTSP exceeds the time within which Training is required. Further, non-NTSP Training requirements identified in the assessment may also need time to be budgeted and executed. The LCM, in conjunction with the SPM, shall initiate the required tasks to arrange for interim Training requirements.

#### **8-3.7.8 Training Availability Established**

At A-12, the LCM/SPM will identify existing or develop new NTSP or interim Training that will be available to support operation and maintenance of equipment alterations planned during the scheduled availability. In addition, the LCM/SPM will identify any shore based Training site, equipment, and Training curricula that will be impacted. This information will be provided to the SPM/CDM using the ILS Certification Form as part of the LRP or SPM ILS Status Review.

#### **8-3.7.9 Ship Overhaul, Modernization Manning and Training Information Program (SOMMTIP) Report Distribution**

At A-12, the LCM will develop and provide a SOMMTIP report to the SPM for review and verification of availability dates, NSA assignment and the alteration package. The SPM will return the report to the LCM within three weeks. The LCM, who is responsible for the accuracy of the Training and manning information in the reports, will make distribution at A-6 to the

appropriate Fleet and Headquarters Codes. The A-6 SOMMTIP Report will not cover changes to the availability that are incorporated after A-12. However, updates to the report may be developed upon request of the ship, TYCOM or the SPM.

#### **8-3.7.10 Trainer Initial Operational Capability (IOC)**

At A-4, any trainers identified by the approved NTSP should be operational unless a delayed IOC was approved as part of the NTSP process. Installation of whole trainers must occur with an approved Equipment Facility Requirements (EFR) Plan. Installation of smaller changes involving minimal facility impact can be accomplished with other CM documents, such as, Ship's Configuration Change Forms (OPNAV 4790/CK) or Trainer Change Instructions for submarine Training facilities.

#### **8-3.7.11 Training Availability Status Review**

At A-4, the SPM will request a full status review of all Training that was not identified as available during the SPM ILS A-12 review. A copy will be provided to the PY.

#### **8-3.7.12 Ship Overhaul/Modernization Training Plan**

At A-3, based on current availability data, the ship will publish the Overhaul Training Plan (OTP) including technical and operator Training requirements as a result of alterations to be accomplished. The ship will submit the OTP to the SPM and TYCOM.

#### **8-3.7.13 Formal Training**

Dependent upon the type and duration of Training required, the Chief of Naval Education and Training (CNET) and the SPM will assure that the necessary courses are developed/modified, address the appropriate level of personnel (i.e. shipboard and rotational Training), and start in sufficient time to meet their intended requirements.

#### **8-3.7.14 Training in Progress/Completed**

At EOA, dependent upon the Training accomplished, the ship will certify in a completion letter the current status of alteration required Training and forward this data to the SPM and TYCOM.

**TABLE S8-3.7: ACTION STEPS AND MILESTONES FOR CREW TRAINING SUPPORT**

| <b>Para Ref</b> | <b>Time Frame</b> | <b>Action Required</b>                                | <b>Who is Responsible?</b>  | <b>What is Produced?</b>        | <b>To Whom Does It Go?</b>          |
|-----------------|-------------------|---|-----------------------------|---------------------------------|-------------------------------------|
| 8-3.7.3         | *                 | Training Requirements Identified                      | LCM/SPM                     | Training Requirements           | Appropriate Chain of Command        |
| 8-3.7.4         | *                 | NTSP Developed  | SYSCOM/LCM/DA/SPM           | NTSP                            | CNO                                 |
| 8-3.7.5         | A-12              | Crew and Shore Based Training Requirements Identified | PY/SAR Preparation Activity | Certified SAR                   | SPM/LCM/PY                          |
| 8-3.7.6         | *                 | Crew and Shore Based Training Assessment              | LCM/SPM                     | Training Decision               | ALCON                               |
| 8-3.7.7         | *                 | Arrange for Interim Training                          | LCM/SPM                     | Tasking                         | Interim Training Provided           |
| 8-3.7.8         | A-12 to A-4       | Training Availability Established                     | LCM/SPM                     | ILS Certification Forms         | SPM/CDM                             |
| 8-3.7.9         | A-12 to A-6       | SOMMTIP Report Developed                              | LCM                         | SOMMTIP Report                  | SPM/Fleet TYCOM/ Headquarters Codes |
| 8-3.7.10        | A-4               | Trainer Initial Operational Capability                | LCM/SPM/ Training Agency    | Training Capability/ EFR        | Training Schools                    |
| 8-3.7.11        | A-4               | Updated Training Status Reviewed                      | LCM                         | Updated ILS Certification Forms | SPM/CDM                             |
| 8-3.7.12        | A-3               | Update Shipboard Training                             | Ship                        | Overhaul Training Plan          | SPM/TYCOM                           |
| 8-3.7.13        | EOA*              | Training Courses Developed/ Modified                  | CNET                        | Training Courses                | Fleet Users                         |
| 8-3.7.14        | EOA               | Training Completion Letter                            | Ship                        | Completion Letter               | SPM/TYCOM                           |

\*When requirement is known and dates are established

## **SUBSECTION 8-4 ILS POLICY AND PROCEDURES FOR TEMPORARY ALTERATIONS (TEMPALTS)**

### **8-4.1 Scope**

This subsection defines the different types of TEMPALTs and the minimum ILS products that are required to support the system/equipment while temporarily installed on a ship.

### **8-4.2 Background**

Existing US Navy regulations and directives delegate responsibility to the SPM for the technical approval and configuration control of alterations to ships. TEMPALTs are accomplished onboard ships to provide short-term solutions to operational problems or situations affecting safety, mission objectives, or test and evaluation of proposed designs.

### **8-4.3 TEMPALT Definition**

TEMPALTs are technically approved by the SPM, and authorized and scheduled for accomplishment by the TYCOM. The maximum installed duration for a TEMPALT is one year or one deployment. If the TEMPALT is still onboard or intended to remain onboard the ship in excess of that period of time, a permanent alteration shall be prepared with full ILS certification required and ILS products delivered. Submarine TEMPALT requirements and installation restrictions are contained in reference S8(o). The following are the general TEMPALT categories:

- At-sea Test and Evaluation
- Research & Development
- Operational Evaluation/Technical Evaluation (OPEVAL/TECHEVAL)
- Special Missions/Battle Group
- Exercise

### **8-4.4 TEMPALT ILS Requirements**

The sponsoring activity is required to determine and provide the appropriate level of logistics support to operate and maintain the equipment for the duration of the TEMPALT installation or use aboard ship. The ILS Certification Form should be utilized to indicate the types of ILS products that will be provided to the ship. Due to the nature of TEMPALTs, these products may be in preliminary/interim state. The sponsoring activity will be responsible for updating the ILS Certification Form identifying final products if the alteration remains installed after the initial one-year or one deployment period.

### **8-4.5 Submarine Operational Alteration (OPALT)**

Certain circumstances require special categories of TEMPALTs for submarines to be designated as OPALTs. There are two categories of OPALTs: (1) TEMPALTs used in advance of SHIPALTs. These OPALTs have the same requirements as SHIPALTs; i.e. complete ILS, entered on baseline configuration drawings, PY review, Training etc., but will not replace the class wide SHIPALT; and, (2) installation of equipment for a duration greater than 14 months to support long term at-sea evaluations or special mission requirements for the Fleet. These OPALTs shall provide adequate ILS products. Refer to reference S8(o) for specific guidance and requirements for OPALTs.

**EXHIBIT S8-I**  
**SUPPLEMENTAL CONFIGURATION AND LOGISTICS**  
**MANAGEMENT REFERENCE DOCUMENTS**

CINCPAC/CINCLANT/4720.3(Series) Management of Afloat Combat Systems and C4I Installations and Improvements Final Report of the Navy Battle Force Alignment

MIL-HDBK-2165 Testability Program for Systems and Equipments

NAVICP-MINST 4441.170(Series) COSAL Use and Maintenance Manual

NAVSEAINST 4130.9 (Series) Naval Sea Systems Command Ordnance Alteration (ORDALT) Program

MIL-HDBK-61 (Series) Configuration Management Guidance

NAVSEAINST 4160.3(Series) Technical Manual Management Program (TMMP)

NAVSEAINST 4441.7(Series) Supply Readiness Objectives and Milestones; Implementing Procedures

NAVSEAINST 4720.11(Series) Shipboard Installations and Modifications Performed by Alteration Installation Teams; Centralized Control of

NAVSEAINST 4790.01(Series) Expanded Ship Work Breakdown Structure (ESWBS) for Ships, Ship Systems and Combat Systems

NAVSEAINST 4790.03(Series) Policy and Responsibilities for Processing Planned Maintenance System (PMS) Technical Feedback Reports

NAVSEAINST 4790.8(Series) Planned Maintenance System (PMS), Material Management (3-M) System; Policy and Assignment

NAVSEAINST 5000.39(Series) Ship's Maintenance and Acquisition and Management of Integrated Logistics Support for Ships Systems and Equipment

NAVSEAINST 9082.01 Life Cycle Management of Portable Test, Measuring and Diagnostic Equipment; Policy and Responsibilities

NAVSEA OD 45845 Navy Calibration Procedures

NAVSUPINST 4420.36(Series) Program Support Data (PSD) for Interim, Initial and Follow-on Secondary Item Requirements

NAVSEA S0701-AA-GYD-010 Technical Manual Acquisition, Acquisition Manager's Guide

NAVSEA S9040-AA-IDX-010/SWBS5D ESWBS For All Ships and Ship/Combat Systems

NAVSEA S081-AB-G1B-010/MAINT Reliability-Centered Maintenance Handbook

OPNAV P-751-2-9-97 Training Planning Process Methodology (TRPPM) Guide

OPNAV P-751-3-9-97 Training Planning Process Methodology (TRPPM) Manual

OPNAVINST 4400.10(Series) Policies for Integrated Logistics Overhauls (ILOs) and Reviews (ILRs)

OPNAVINST 4790.4(Series) Ship's Maintenance and Material Management (3-M) Manual

OPNAVINST 4790.13(Series) Maintenance of Surface Ship Electronic Equipment

OPNAVINST 9200.3(Series) Engineering Operational Sequencing System (EOSS)

SECNAVINST 3960.6(Series) Department of The Navy Policy and Responsibility for Test, Measurement, Monitoring, Diagnostic Equipment and Systems, and Metrology and Calibration (METCAL)

SL105-AA-PRO-010 ILO Policy and Procedures Manual

NAVSEA Guidebook for Submarine MP&T Acquisition and Life Cycle Support

**EXHIBIT S8-II**  
**SAMPLE ILS CERTIFICATION FORM**

**ILS Certification Form**

Date ILS Certification Form prepared (DD MMM YYYY):

If revised, date and revision number of this ILS Certification form (DD MMM YYYY)/Rev #:

ILS Certification Form for Alteration Number(s):

Alteration Type:

Alteration Title and/or Brief:

Purpose of this Alteration:

Equipment Nomenclature(s) and AML #:

ILS Impact? (Yes or No):

**SUPPLY SUPPORT REQUIREMENTS****A. SUPPORT REQUIREMENTS**Responsible Activity, Name, Code, Telephone Number and  
E-mail Address:

1. COTS / NDI? (Yes or No):

2. PTD Procured or Developed? (Yes or No):

a. If yes, date submitted to TSA/NAVICP (DD MMM YYYY):

b. If no, provide a brief rationale and/or estimated completion date:

c. TSA/NAVICP Point of Contact (Name, Code, Phone and E-mail Address):

3. PAL Established? (Yes or No):

4. Have you planned for procurement of parts to replenish shipboard spares? (Yes or No):

5. Has PSD information been provided to NAVSEA 04 for inclusion in PARTS? (Yes or No):

a. If yes, date provided (DD MMM YYYY):

b. Has the installation schedule in PARTS been maintained? (Yes or No):

c. If no, to question 5, provide a brief rationale and/or estimated completion date:

6. I&amp;C (INCO) Kits required? (Yes or No):

7. Are there Intermediate and Depot level support requirements? (Yes or No):

a. If yes, has the identification and transfer of all required equipment assemblies, parts, tools, test and support equipment to maintenance facilities been completed? (Yes or No):

b. If no, to question 7a, provide the date for the completion of these requirements. (DD MMM YYYY):

c. Provide name, code, telephone number and E-mail Address for Intermediate/Depot level maintenance requirements:

**B. CONFIGURATION IDENTIFICATION**

Responsible Activity, Name, Code, Telephone Number and  
E-mail Address:

1. Has configuration data been loaded in CDMD-OA? (Yes or No):
  - a. If not, provide the date when the data will be loaded. (DD MMM YYYY):  
**Note: configuration data must be loaded in CDMD-OA NLT 2 months prior to Installation.**
  - b. If data is not being provided via CDMD-OA, provide a brief justification:
2. Is software included in this alteration? (Yes or No):                      Software Version/Date:

| SID # / SID<br>ITEM # | AML Item # | ACL/APL/PAL/AEL<br>Number | NSN or Cage/<br>Part Number | Equipment Identification | MSD/<br>PBL | Hull(s)<br>Applicability |
|-----------------------|------------|---------------------------|-----------------------------|--------------------------|-------------|--------------------------|
| <b>SAMPLE FORM</b>    |            |                           |                             |                          |             |                          |
|                       |            |                           |                             |                          |             |                          |
|                       |            |                           |                             |                          |             |                          |
|                       |            |                           |                             |                          |             |                          |
|                       |            |                           |                             |                          |             |                          |
|                       |            |                           |                             |                          |             |                          |
|                       |            |                           |                             |                          |             |                          |
|                       |            |                           |                             |                          |             |                          |

**C. Are On-Board Support Items Required? (Yes or No):**

1. Identify On-Board Support Items (i.e. SRIs, OBRPs and OSIs) in the table below:

| SID # / SID<br>ITEM # | AML Item # | APL / PAL / AEL<br>Number | NSN or Cage/<br>Part Number | Quantity<br>(OBA) | Equipment<br>Identification | MSD/<br>PBL | Hull(s)<br>Applicability |
|-----------------------|------------|---------------------------|-----------------------------|-------------------|-----------------------------|-------------|--------------------------|
|                       |            |                           |                             |                   |                             |             |                          |
|                       |            |                           |                             |                   |                             |             |                          |
|                       |            |                           |                             |                   |                             |             |                          |
|                       |            |                           |                             |                   |                             |             |                          |
|                       |            |                           |                             |                   |                             |             |                          |
|                       |            |                           |                             |                   |                             |             |                          |
|                       |            |                           |                             |                   |                             |             |                          |
|                       |            |                           |                             |                   |                             |             |                          |

2. Is a Pack Up Kit or other type of support kit required? (Yes or No):

**D. Are Maintenance Assistance Modules (MAMs) Required? (Yes or No):**

1. If MAMs are not required, can you fault isolate down to the Lowest Repairable Unit (LRU)? (Yes or No):
2. Identify MAMs in the table below:

| SID # / SID ITEM # | AML Item # | APL / (PAL) / Number | NSN or Cage/ Part Number | Quantity (OBA) | Stowage Location | Estimated Availability Date | Hull(s) Applicability |
|--------------------|------------|----------------------|--------------------------|----------------|------------------|-----------------------------|-----------------------|
|                    |            |                      |                          |                |                  |                             |                       |
|                    |            |                      |                          |                |                  |                             |                       |
|                    |            |                      |                          |                |                  |                             |                       |
|                    |            |                      |                          |                |                  |                             |                       |
|                    |            |                      |                          |                |                  |                             |                       |

**E. Are there any support requirements for Hazardous or Flammable Material? (Yes or No):**

SAMPLE FORM

| SID # / SID ITEM # | AML Item # | Material Identification (NSN/Nomenclature) | Special Stowage/Handling Requirements |
|--------------------|------------|--|---------------------------------------|
|                    |            |  |                                       |
|                    |            |  |                                       |
|                    |            |  |                                       |
|                    |            |  |                                       |
|                    |            |  |                                       |

**Remarks:**

TECHNICAL MANUAL REQUIREMENTS

Responsible Activity, Name, Code, Telephone Number and  
E-mail Address:

1. Are there any Technical Manual Requirements? (Yes or No):

| SID # / SID<br>ITEM # | AML Item # | Technical Manual<br>Identification Number<br>(TMIN)/(IETM) | Title | Existing,<br>Develop,<br>Change or<br>Revision | Estimated<br>Completion<br>Date | Hull(s)<br>Applicability |
|-----------------------|------------|--|-------|--|---------------------------------|--------------------------|
|                       |            |  |       |  |                                 |                          |
|                       |            |  |       |  |                                 |                          |
|                       |            |  |       |  |                                 |                          |
|                       |            |  |       |  |                                 |                          |
|                       |            |  |       |  |                                 |                          |
|                       |            |  |       |  |                                 |                          |

SAMPLE FORM

2. If Final Technical Manuals are not available prior to installation, are red-lined or preliminary technical manuals available? (Yes or No):

(If yes, identify in the Remarks block those TMs, and whether they are red-lined or preliminary).

Remarks:

MAINTENANCE PLANNING REQUIREMENTS

**Responsible Activity, Name, Code, Telephone Number and  
E-mail Address:**

**A. Are there any Planned Maintenance System (PMS) requirements? (Yes or No):**

1. If Validated MIPs / MRCs are not available prior to installation, are red-lined or preliminary PMS products available (e.g., MRC Facsimile, Technical Manual or Manufacturer's Operating Procedures Manual)? (Yes or No):  
(If yes, identify in the Remarks block what type of PMS data is available, and whether they are red-lined or preliminary).

| SID # / SID<br>ITEM # | AML Item # | MIP / MRC | Identification Number | Existing,<br>Develop,<br>Change or<br>Revision | Estimated<br>Completion<br>Date | Hull(s)<br>Applicability |
|-----------------------|------------|-----------|-----------------------|--|---------------------------------|--------------------------|
| SAMPLE FORM           |            |           |                       |  |                                 |                          |
|                       |            |           |                       |  |                                 |                          |
|                       |            |           |                       |  |                                 |                          |
|                       |            |           |                       |  |                                 |                          |
|                       |            |           |                       |  |                                 |                          |

**B. Is the Integrated/Class Maintenance Plan (ICMP/CMP) Impacted? (Yes or No):**

If yes, has the Maintenance Change Request been submitted via the 04 ICMP web page? (Yes or No):

NOTE: ICMP Maintenance change requests should be submitted via the NAVSEA 04 ICMP Web Page at <http://www.webdb.nslc.fmsso.navy.mil/icmp.nsf>

| SID # / SID<br>ITEM # | AML Item # | ICMP Task Number | Existing,<br>New or<br>Revised | Estimated/<br>Completion<br>Date | Hull(s)<br>Applicability |
|-----------------------|------------|------------------|--------------------------------|----------------------------------|--------------------------|
|                       |            |                  |                                |                                  |                          |
|                       |            |                  |                                |                                  |                          |
|                       |            |                  |                                |                                  |                          |
|                       |            |                  |                                |                                  |                          |

C. Are Technical Repair/Maintenance Standards Impacted? (Yes or No):

| SID # / SID<br>ITEM # | AML Item # | TRS/MS Identification Number | Title | Existing,<br>Develop,<br>Change or<br>Revision | Estimated/<br>Completion<br>Date |
|-----------------------|------------|------------------------------|-------|--|----------------------------------|
|                       |            |                              |       |  |                                  |
|                       |            |                              |       |  |                                  |
|                       |            |                              |       |  |                                  |
|                       |            |                              |       |  |                                  |
|                       |            |                              |       |  |                                  |
|                       |            |                              |       |  |                                  |

D. Are there Intermediate and/or Depot level maintenance requirements? (Yes or No):

- a. If yes, provide the date for the establishment these requirements. (DD MMM YYYY):
- b. Provide name, code, telephone number and E-mail Address for Intermediate/Depot level maintenance requirements:

SAMPLE FORM

Remarks:

SUPPORT AND TEST EQUIPMENT REQUIREMENTS

Responsible Activity, Name, Code, Telephone Number and  
E-mail Address:

- A. Does the system use Built in Test / Built in Test Equipment for fault isolation? (Yes or No):  
 B. Does the system have Support and Test Equipment Requirements? (Yes or No):  
 C. Has SPETERL information been provided to NSWC IHD DETACHMENT EARLE? (Yes or No):  
 If no, indicate when the SPETERL information will be provided in the Remarks block.

NOTE: If any GPETE or SPETE will not be available prior to installation, indicate what will be provided and when in the Remarks block.

| SID # / SID<br>ITEM # | AML Item # | Equipment<br>Type | Nomenclature | APL/AEL | SCAT or NSN | Quantity | Estimated<br>Availability<br>Date | Hull(s)<br>Applicability |
|-----------------------|------------|-------------------|--------------|---------|-------------|----------|-----------------------------------|--------------------------|
| SAMPLE FORM           |            |                   |              |         |             |          |                                   |                          |
|                       |            |                   |              |         |             |          |                                   |                          |
|                       |            |                   |              |         |             |          |                                   |                          |
|                       |            |                   |              |         |             |          |                                   |                          |
|                       |            |                   |              |         |             |          |                                   |                          |
|                       |            |                   |              |         |             |          |                                   |                          |

Remarks:

TRAINING REQUIREMENTS

Responsible Activity, Name, Code, Telephone Number and  
E-mail Address:

A. Does system have Training Requirements? (Yes or No):

If Formal and / or Informal training courses are not available  
prior to first installation, indicate how training will be provided:

Please provide a Navy Training Systems Plan (NTSP) Number:

B. Is Initial Training Required? (Yes or No):

Ship Sys. Manpower Req.

| SID #/<br>SID<br>ITEM # | AML<br>Item # | Course Number<br>and Title | Location | Trainers<br>Impacted | Duration | Ship Sys. Manpower Req. |                     |               | ECD<br>Date | Hull(s)<br>Applicability |
|-------------------------|---------------|----------------------------|----------|----------------------|----------|-------------------------|---------------------|---------------|-------------|--------------------------|
|                         |               |                            |          |                      |          | NEC                     | Rating<br>/<br>Rate | # Per<br>Ship |             |                          |
|                         |               |                            |          |                      |          |                         |                     |               |             |                          |
|                         |               |                            |          |                      |          |                         |                     |               |             |                          |
|                         |               |                            |          |                      |          |                         |                     |               |             |                          |
|                         |               |                            |          |                      |          |                         |                     |               |             |                          |
|                         |               |                            |          |                      |          |                         |                     |               |             |                          |

C. Is Follow-On Training required? (Yes or No):

Please indicate how Follow-On Training Will be Identified. Briefly describe what plans have been made to  
update training hardware and software to support this change:

NOTE: Shore Trainer Installations should be completed approximately 4 months prior to first ship  
installation.

| SID # /<br>SID<br>ITEM # | AML<br>Item # | Course Number<br>and Title | Location | Trainers<br>Impacted | Duration | Ship Sys. Manpower Req. |                     |               | ECD<br>Date | RFT<br>Date | Hull(s)<br>Applicability |
|--------------------------|---------------|----------------------------|----------|----------------------|----------|-------------------------|---------------------|---------------|-------------|-------------|--------------------------|
|                          |               |                            |          |                      |          | NEC                     | Rating<br>/<br>Rate | # Per<br>Ship |             |             |                          |
|                          |               |                            |          |                      |          |                         |                     |               |             |             |                          |
|                          |               |                            |          |                      |          |                         |                     |               |             |             |                          |
|                          |               |                            |          |                      |          |                         |                     |               |             |             |                          |
|                          |               |                            |          |                      |          |                         |                     |               |             |             |                          |
|                          |               |                            |          |                      |          |                         |                     |               |             |             |                          |

D. Are there any JQRs/PQS impacted by this change? (Yes or No):

PQS:

| NAVEDTRA Number | Title | Model Manager | Effective Date | Qualification Description |
|-----------------|-------|---------------|----------------|---------------------------|
|                 |       |               |                |                           |
|                 |       |               |                |                           |
|                 |       |               |                |                           |
|                 |       |               |                |                           |

JQRs:

| JQR Number | Title | Model Manager | Effective Date | Qualification Description |
|------------|-------|---------------|----------------|---------------------------|
|            |       |               |                |                           |
|            |       |               |                |                           |
|            |       |               |                |                           |
|            |       |               |                |                           |

E. Identify any additional training products (such as Audio/Visual products, Computer Based Training CD-ROMS, Stimulation or Simulation products, etc.,) to be delivered in to the Fleet.

| SID # / SID<br>ITEM # | AML Item # | Product Number | Description | Format/Type | Estimated<br>Availability<br>Date | Hull(s)<br>Applicability |
|-----------------------|------------|----------------|-------------|-------------|-----------------------------------|--------------------------|
|                       |            |                |             |             |                                   |                          |
|                       |            |                |             |             |                                   |                          |
|                       |            |                |             |             |                                   |                          |
|                       |            |                |             |             |                                   |                          |
|                       |            |                |             |             |                                   |                          |

SAMPLE FORM

Remarks:



Date ILS Certification Form prepared (DD MMM YYYY):

If revised, date and revision number of this ILS Certification form (DD MMM YYYY)/Rev #:

ILS Certification Form for Alteration Number(s):

Alteration Type:

Alteration Title and/or Brief:

Purpose of this Alteration:

Equipment Nomenclature(s) and AML #:

ILS Impact? (Yes or No):

| APPROVAL(s)                    | SHIP PROGRAM MANAGER(s) (SPM)  | Ship Class(es) | ILS Certification Caveat(s) Including Due Date(s) |
|--------------------------------|--------------------------------|----------------|---|
| SUBMITTING ACTIVITY SIGNATURE  | SPM SIGNATURE                  |                |   |
| TYPED NAME                     | TYPED NAME                     |                |   |
| ACTIVITY / CODE / PHONE NUMBER | ACTIVITY / CODE / PHONE NUMBER |                |   |
| DATE                           | DATE                           |                |   |

| SYSCOM APPROVAL (IF REQUIRED)  | SHIP PROGRAM MANAGER(s) (SPM)  | Ship Class(es) | ILS Certification Caveat(s) Including Due Date(s) |
|--------------------------------|--------------------------------|----------------|---|
| SUBMITTING ACTIVITY SIGNATURE  | SPM SIGNATURE                  |                |   |
| TYPED NAME                     | TYPED NAME                     |                |   |
| ACTIVITY / CODE / PHONE NUMBER | ACTIVITY / CODE / PHONE NUMBER |                |   |
| DATE                           | DATE                           |                |   |

**EXHIBIT S8-III  
EOA/EOI ILS VERIFICATION FORM**

| (1) SHIPALT NUMBER:                     |                   | (2) SHIPALT TITLE:       |   |                           |              | (3) SWAB:                                |                             |
|---|-------------------|--------------------------|---|---------------------------|--------------|--|-----------------------------|
| (4) OVHL ACTIVITY:                      |                   |                          | (5) SHIP:   |                           |              | (6) AVAILABILITY:                        |                             |
| EQUIPMENT<br>DESCRIPTION AND NSN<br>(7) | QTY<br>REQ<br>(8) | DRAWING<br>NUMBER<br>(9) | TECHNICAL<br>MANUAL<br>IDENTIFICATION<br>NO. (10) | TEST<br>EQUIPMENT<br>(11) | MAMS<br>(12) | ALLOWANCE<br>PARTS LIST<br>(APL)<br>(13) | SIGHT<br>VALIDAITON<br>(14) |
|   |                   |                          |   |                           |              |  |                             |

## EXHIBIT S8-IV FORMAT FOR EOA/EOI ILS VERIFICATION STATEMENT

The ILS Verification Statement must address the following information. Verification Statements may be hardcopy or SCLISIS authorized automated format. The exception sheet(s) may be hardcopy enclosures/attachments or automated.

FROM: (NSA)\_\_\_\_\_ TO: (SPM)\_\_\_\_\_

FOR: (SHIP)\_\_\_\_\_ AVAIL: (FROM/TO)\_\_\_\_\_

Ref: (a) Fleet Modernization Program (FMP) Management and Operations Manual, SL720-AA-MAN-010 (Series)

Encl: (1) Alterations Completed

Except as noted, it is hereby verified that:

All of the following Integrated Logistics Support (ILS), to include those requirements set forth in applicable ILS Certification Forms and those determined by the NSA, has been provided to the ship at End Of Availability (EOA)/End of Installation (EOI) for those alterations listed in enclosure (1\*).

- Supply Support (Repairable Identification Codes/Preliminary Allowance Lists/Interim Repair Parts for non-standard equipment/MAMs/OSI)
- Technical Manuals
- Planned Maintenance System Documentation
- Support Equipment (General and Special Purpose Electronics Testing Equipment)
- Training (Interactive Courseware (ICW), Interactive Multimedia Instruction (IMI), etc)
- Ship Selected Records
- Operational Sequencing Systems

(\*Note: Enclosure (1) is EXHIBIT S8-VI of Section 8

It is further verified that:

- Equipment Verifications have been conducted in accordance with Section 8 of reference (a).
- All Provisioning Technical Documentation (PTD) has been provided to the Technical Support Activity (TSA) for provisioning of non-standard equipments.
- All Emergent Work has been reported to the CDM and/or the ILOLANT/FTSCPAC.

Signature of Naval Supervising Activity/Installing Activity \_\_\_\_\_

The following information must be provided to the SPM for ILS that is not on board at EOA/EOI:

#### The Logistics Type

- Supply Support (Repairable Identification Codes/Preliminary Allowance Lists/Interim Repair Parts for non-standard equipment/MAMs/OSI) that is without RIC/PAL No/Interim Repair Parts/MAMs/OSI listed by Equipment Nomenclature
- Technical Manuals, listed by identification number and system application
- Planned Maintenance System Documentation, listed by MIP, MRC Numbers
- Support Equipment (General and Special Purpose Electronic Test Equipment) that is without GPETE/SPETE listed by Equipment Nomenclature
- Training (Interactive Courseware (ICW), Interactive Multimedia Instruction (IMI), etc)
- Ship Selected Records that have not been updated
- Operational Sequencing Systems that is not onboard or updated

Information on how and when the deficient ILS products were ordered (i.e. Requisition Number, Letter/Transmittal Number).

Information on the current status/estimated receipt date/reason for late arrival (if known) (i.e. out of stock, not developed, etc.).

Information on the anticipated method of transfer to the ship when received (i.e. transshipment, forwarding letter, to be accomplished by someone other than NSA etc.).

Copies of the Verification Statement and the ILS Status Report are to be forwarded as applicable to:

Planning Yard

Ship

Type Commander

Configuration Data Manager

Integrated Logistics Overhaul Site/Fleet Technical Support Center Pacific and/or Detachments

**EXHIBIT S8-V**  
**EOA/EOI ALTERATION REPORT**  
**(Submarine Only)**

From: (NSA)

To: Commanding Officer, USS \_\_\_\_\_ (SSN \_\_\_\_)

Subj: END OF AVAILABILITY (EOA)/END OF INSTALLATION (EOI) SUBMARINE  
 SUPPLEMENT FOR USS \_\_\_\_\_ (SSN \_\_\_\_)

Ref: (a) Fleet Modernization Program (FMP) Management and Operations Manual, SL720-AA-MAN-010 (Series)

Encl: (1) Alterations Completed

1. In accordance with reference (a), by copy to the Commanding Officer, USS \_\_\_\_\_, the list of verified alterations attached as enclosure (1\*) is to be endorsed by you to the Immediate Superior-In-Command (ISIC)/Submarine Squadron Support Unit (SSSU)/Naval Submarine Support Center (NSSC) Maintenance Document Control Office (MDCO) maintaining your master Current Ship Maintenance Project (CSMP). This action eliminates the requirements for manual preparation and processing of OPNAV Form 4790/CK. The MDCO will use enclosure (1) for direct input to the 3-M program.

(\*Note: Enclosure (1) is **EXHIBIT S8-VI of Section 8**)

2. NAVSHIPYD/IMF \_\_\_\_\_ (LOCATION) point of contact is \_\_\_\_\_ (NAME/CODE/PHONE NO.) .

\_\_\_\_\_  
 Signature/Chief Engineer/By Direction

Copy to: COMNAVSEASYS COM (SEA 92L3)  
 COMSUBLANT/COMSUBPAC (N4)  
 ISIC/NSSC/SSSU  
 Newport News Shipbuilding (Attn: SEAWOLF/688 Class Hull Planning Yard (Dept 094))

-----  
**FIRST ENDORSEMENT**

From: Commanding Officer, USS \_\_\_\_\_ (SSN \_\_\_\_)

To: ISIC/SSSU/NSSC

1. I acknowledge the status of each alteration listed herein and except as noted have received Integrated Logistic Support (ILS) as verified by the Naval Supervising Activity (NSA).

2. Request each listed alteration be reported into the Regional Management Automated Information System (RMAIS) Maintenance Data System (MDS) as Section I, OPNAV Form 4790/CK using the end of Availability date as the alteration completion date.

\_\_\_\_\_  
 Signature/Commanding Officer/Date

Copy to: NAVSHIPYD/IMF (LOCATION/CODE)

**SECOND ENDORSEMENT**

From: ISIC/SSSU/NSSC

To: COMSUBPAC/COMSUBLANT (N4)

1. The alterations listed in the basic correspondence have been inputted to the RMAIS.
2. Request the status in the TYCOM Alteration Management System (TAMS) be changed accordingly.

---

Signature/Title/Date

Copy to: CO USS \_\_\_\_\_ (SSN \_\_\_\_\_)  
NAVSHIPYD/IMF  (LOCATION/CODE )

**EXHIBIT S8-VI  
ALTERATIONS COMPLETED**

USS \_\_\_\_\_

UIC NO \_\_\_\_\_

Availability Type & Dates (Inside Avail):

Installation Date (Outside Avail):

| <u>ALTERATION NO.</u><br>(From CSMP Data – Blocks #2 and #3) | <u>TITLE</u> | <u>WORK CENTER</u> | <u>JSN</u> |
|--|--------------|--------------------|------------|
|--|--------------|--------------------|------------|

Enclosure (1)

**EXHIBIT S8-VII  
ILS STATUS REPORT  
(PART A)**

- 1. Ship Name/STHN: \_\_\_\_\_
- 2. Start of Availability Date: \_\_\_\_\_
- 3. End of Availability Date: \_\_\_\_\_
- 4. ILO/ILR Modules Scheduled: \_\_\_\_\_
- 5. Sea Trials: \_\_\_\_\_
- 6. Fast Cruise: \_\_\_\_\_
- 7. Light Off Examination (LOE): \_\_\_\_\_
- 8. Database Backload Date: \_\_\_\_\_
- 9. OBRP Backload Date: \_\_\_\_\_

10. Functional Areas:

- Training
- Configuration
- Technical Manuals
- PMS
- Repair Parts
- Test Equipment
- Maintenance Assistance Modules (MAMs)
- Selected Record Data (SRD)

## ILS STATUS REPORT (PART B)

### I. Training - Cumulative (ILOLANT/FTSCPAC Provide)

Recommend a minimum of 10% of the crew be trained.

Number Trained \_\_\_\_\_

Remarks: \_\_\_\_\_

### II. Configuration - Cumulative

#### A. NSA Provide:

|   | Add   | Delete |
|---|-------|--------|
| Growth alterations accomplished                         | _____ | _____  |
| Growth alterations reported to CDM                      | _____ | _____  |
| Growth alterations accomplished but not reported to CDM | _____ | _____  |
| Growth alterations canceled                             | _____ | _____  |
| Change in Installation Status Code (ISC)(PIR to IR)     | _____ | _____  |

Provisioning Technical Documentation (PTD) on Locally Procured Material:

Number of Non-Standard/Modified Material Requiring PTD \_\_\_\_\_

Number of PTD packages forwarded to TSA \_\_\_\_\_

Number of APLs/PALs Assigned \_\_\_\_\_

Remarks \_\_\_\_\_

#### B. CDM Provide:

|  | Add   | Delete |
|--|-------|--------|
| Planned Configuration Changes (COP)                            | _____ | _____  |
| Configuration Changes Reported by the NSA                      | _____ | _____  |
| Configuration Changes Initiated by Activity other than the NSA | _____ | _____  |
| Total Configuration Changes Reported to SCLISIS                | _____ | _____  |

Remarks: \_\_\_\_\_

C. Ship/ILO Provide:

|   | Add   | Delete |
|---|-------|--------|
| Configuration Changes Reported to CDM                                 | _____ | _____  |
| Configuration Changes Reported to CDM<br>Not found in CDM Transmittal | _____ | _____  |
| Configuration Changes Received on CDM<br>Transmittals                 | _____ | _____  |
| Configuration Changes Received from<br>CDM and Processed              | _____ | _____  |

D. COSAL Maintenance (Processed) (Ship/ILO Provide):

| <u>Files</u> | <u>Date Received</u> | <u>Date Processed</u> | <u>Sequence #</u> |
|--------------|----------------------|-----------------------|-------------------|
| ASI          | _____                | _____                 | _____             |
|              | _____                | _____                 | _____             |
| Auto MCMAR   | _____                | _____                 | _____             |

E. COSAL Maintenance (Unprocessed) (Ship/ILO Provide):

| <u>Files</u> | <u>Date Received</u> | <u>Sequence #</u> |
|--------------|----------------------|-------------------|
| ASI          | _____                | _____             |
| Auto MCMAR   | _____                | _____             |

F. Unsupported Equipment – Provisioning not complete (Ship/NAVICP-M Provide)  
Current Number \_\_\_\_\_

III. Technical Manuals Analysis

A. NSA Required \_\_\_\_\_ On-Hand \_\_\_\_\_ On-Order \_\_\_\_\_ %On-Hand \_\_\_\_\_  
 ILOLANT/FTSCPAC/NSA Required \_\_\_\_\_ On-Hand \_\_\_\_\_ On-Order \_\_\_\_\_  
 %On-Hand \_\_\_\_\_

Total Required \_\_\_\_\_ On-Hand \_\_\_\_\_ On-Order \_\_\_\_\_ %On-Hand \_\_\_\_\_

B. Required TMs Not Expected to be On-Hand by EOA (Provide List and Status)

IV. Planned Maintenance System (PMS) Analysis (ILO Provide)

A. MIPs/MRCs:

|                         | <u>MIPs</u> | <u>MRCs</u> |
|-------------------------|-------------|-------------|
| SOA Package from FTSCs  | _____       | _____       |
| Deleted (N/A to ship)   | _____       | _____       |
| Added (Identified adds) | _____       | _____       |
| TOTAL                   | _____       | _____       |

B. Parts Bill Of Material (BOM) per MRC:

Required \_\_\_\_\_ On-Hand \_\_\_\_\_ On-Order \_\_\_\_\_ % On-Hand \_\_\_\_\_

C. Latest LOEP Update Forwarded to FTSCs - Date: \_\_\_\_\_ Ser: \_\_\_\_\_

V. Repair Parts (Current)

A. COSAL:

#ESD>Backload

| <u>Type</u> | <u>Allowed</u> | <u>On-Hand</u> | <u>On-Order</u> | <u>Date</u> | <u>% On-Hand</u> |
|-------------|----------------|----------------|-----------------|-------------|------------------|
| HM&E        | _____          | _____          | _____           | _____       | _____            |
| MAM         | _____          | _____          | _____           | _____       | _____            |
| Q           | _____          | _____          | _____           | _____       | _____            |
| OSI         | _____          | _____          | _____           | _____       | _____            |

B. Inventory (RAG):

|                     | <u>Validity</u> | <u>Date</u> |
|---------------------|-----------------|-------------|
| Last Full Inventory | _____           | _____       |
| Last Inventory Q/A  | _____           | _____       |

VI. Test Equipment - Current

|                              | <u>Allowed</u> | <u>On-Hand</u> | <u>On-Order</u> | <u>% On-Hand</u> |
|------------------------------|----------------|----------------|-----------------|------------------|
| A. NSA Provided Modernized   | _____          | _____          | _____           | _____            |
| B. ILO Provided Replacements | _____          | _____          | _____           | _____            |

Remarks: \_\_\_\_\_