



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
WASHINGTON, D. C. 20362

IN REPLY REFER TO

NAVSEAINST 4400.4
Ser 07M/11

NAVSEA INSTRUCTION 4400.4

24 Apr 85

From: Commander, Naval Sea Systems Command

Subj: IDENTIFICATION OF STANDARD AND NON STANDARD REPAIR PARTS
TO ALLOWANCE PARTS LIST (APL)

Ref: (a) NAVSEAINST 4441.4 Subj: ALLOWANCE SUPPORT CODES FOR
EQUIPMENTS ASSIGNED TO SHIPS PARTS CONTROL CENTER
(SPCC) FOR PROGRAM SUPPORT; POLICIES AND PROCEDURES FOR
ASSIGNMENT AND USE OF

1. Purpose. To establish responsibilities and outline procedures for use of the APL to identify repair parts; to insure the identification of APL cross reference data on Job Material Lists (JML) for all standard and non standard repair parts required for the repair of components; and to establish procedures for accumulating data to identify and correct discrepancies in APL data through use of the Material Management (MM) System.

2. Scope. This instruction is applicable to all standard and non standard repair parts procured for the repair and maintenance of APL worthy equipment and components such as pumps, motors, valves, turbines, controllers, switches, etc., as defined in reference (a).

3. Background

a. The Navy is continually procuring new systems, equipments and components. These must be supported by items such as spare and repair parts, special tools, test equipment, and support documentation and equipment. All hardware Systems Commands are responsible for the provisioning process which includes documenting the maintenance policy, obtaining technical data, development of an APL, and procuring and delivering the required support items.

b. The APL is both a technical and supply document developed for every equipment and component which requires maintenance support at the organizational (shipboard), intermediate, and depot (shipyard) level. Each equipment/component APL includes component characteristic data indicating manufacturer's name, model, type, size, and other positive identification data. The APL also contains a parts breakdown including manufacturer identifying numbers (drawing and piece numbers and reference numbers) and National Stock Numbers (NSN) or Navy Item Control Numbers (NICN). The APL also has an allowance table indicating the quantity of repair parts to be carried at the organizational level. The parts breakdown lists all maintenance significant repair parts for a given piece of equipment and the part stock number.

24 Apr 85

In those cases where the APL does not list all maintenance significant repair parts, the problem must be identified by users and the APL, including the lead APL (LAPL), must be corrected by the cognizant headquarters organization. Listing of all maintenance repair parts on the applicable equipment APL will not only update the APL, but as additional repair parts are identified, and demand created, the supply system will respond by stocking these additional items. This, in turn, will reduce non standard procurement actions.

4. Discussion

a. The APL, properly used and maintained, has a significant effect on the ability of maintenance personnel to identify and obtain the repair parts required to repair and maintain their equipment. However, failure to use the APL in identifying repair parts and the lack of APL cross reference data for maintenance significant repair parts ordered by shipyards is an inhibiting factor in improving the shipyard material requirements identification and procurement process. The identification of all standard and non standard repair parts to an APL is essential for the proper identification and procurement of repair parts required to repair and maintain APL worthy equipment and ultimate correction of APL deficiencies. Some of the benefits realized from the use of the APL cross reference data by shipyard personnel are as follows:

(1) It will enhance use of the APL, as the APL is the best source document for repair parts identification.

(2) It will increase the use of standard stock items listed on APLs and reduce non standard procurements.

(3) It will allow the utilization of automated programs to locate non standard material by APL number from shipyard inventories.

(4) It will allow all eight shipyards to interrogate each other's inventories, in particular UDM, to maintain work in progress relative to the availability of standard and non standard repair parts to a specific component as indicated by the APL number.

(5) It will provide essential cross reference data to the repairing activity to identify standard and non standard material to a component during the overhaul planning and execution process.

24 Apr 85

(6) It will allow shipyards repair parts usage data to be reported thereby improving system availability of materials. A significant benefit will be the collection of non standard repair parts usage data from all shipyards so that potential candidates for stock numbering and provisioning can be selected.

(7) It will facilitate identification of potential Coordinated Shipboard Allowance List (COSAL) configuration errors by shipyard Allowance Units since any APL cited on a shipyard generated JML can be verified against the ship's COSAL to ensure the COSAL also contains the APL.

(8) As the APLs are improved, the mechanized application of historical requirements and ordering data for standard work packages will simplify and expedite the planning and procurement processes.

b. Release 12.0 of the Material Management (MM) System provides the Shipyards the vehicle for retrieval of material information by APL cross reference data. Release 12.0 provides unparalleled visibility of shipyard material assets through the introduction of inquiry Access Keys by APL number, drawing and piece number, Federal Supply Code for Manufacturers (FSCM), reference number and Component Identification Number (CID). Material information provided on the Shipyard Job Material List (JML) and subsequently entered into the MM System is the primary source for APL cross reference data. Release 12.0 of the MM System facilitates the achievement of the benefits associated with use of APL cross reference data identified above, provided all known characteristic data is annotated on the JML. At the present time the JML is the only source for this information.

c. The APL is one of the primary reference documents for the identification of maintenance significant repair parts for overhaul of ships components. If the APL does not identify all maintenance significant repair parts, alternate methods for identification of needed material must be initiated.

5. Action

a. With the implementation of MM release 12.0, all shipyards will take the following actions.

(1) All known characteristic information (i. e., drawing and piece number, FSCM, reference number, manufacturer's drawing,

24 Apr 85

NSN/NICN, etc.) for all standard and non standard parts ordered for APL worthy equipments will be documented in appropriate blocks on the JML at the time the JML is prepared. This includes drawing and piece numbers, FSCM and reference numbers (manufacturer's part numbers) for standard stock items.

(2) All standard and non standard repair parts ordered for APL worthy equipments will be identified with the associated APL number and documented in appropriate blocks on the JML when the JML is prepared.

(3) In conjunction with the identification of the APL for all standard and non standard parts the following conditions will be identified and documented in an Allowance Parts Code (APC) block on the JML:

Condition 1: APL number is known, NSN/NICN is available, and NSN/NICN for required part is correctly listed on the APL. NOTE: This is the ideal situation. The objective is to eventually ensure all maintenance significant repair parts are properly listed on the APL and provisioned.

Action: List NSN/NICN and APL number in appropriate blocks on the JML. Indicate "Y" in the APC block to reflect the fact that "YES" the repair part is listed on the APL and no subsequent analysis is required.

Condition 2: APL number is known, NSN/NICN known, but NSN/NICN is not listed on APL.

Action: List NSN/NICN and APL number in appropriate blocks on the JML. Indicate "N" in APC block to reflect the fact that "NO" the repair part is not listed on the applicable APL. These items will be subjected to further analysis by NAVSEA to determine if the APL should be corrected.

Condition 3: APL Number is known, but the repair part cannot be identified to a NSN/NICN by any means (non standard item).

24 Apr 85

Action: List APL number in APL block of the JML. Indicate "N" in the APC block. This will facilitate analysis and addition of the item to the APL and provisioning action by NAVSEA.

Condition 4: NSN/NICN exists but cannot be identified to an existing APL.

Action: List NSN/NICN in appropriate block of the JML. Indicate "X" in the APC block to reflect that no APL was found and leave the APL block of the JML blank. This condition may indicate a requirement to develop an APL for the component.

Condition 5: Neither an NSN/NICN nor an APL number is available.

Action: Indicate "X" in the APC block to reflect that no APL was found and leave NSN/NICN Block and APL block blank. Non standard local procurement action required. This condition will signal the need for possible APL development and provisioning action by NAVSEA.

Condition 6: The material ordered does not support any specific APL worthy component, (i. e., consumables, pipe fittings, general fasteners, raw material, general supplies, etc.)

Action: Leave APC block blank.

b. At the completion of overhauls, material listings will be extracted from MM data to facilitate analysis and correction of APL problems including stock numbering and provisioning actions identified through this process. Specific procedures for conducting this analysis and subsequent correction of APL data will be promulgated at a later date by separate instruction.

c. Shipyard Quality Assurance officers will establish audit procedures to ensure compliance with this directive.

NAVSEAINST 4400.4
24 Apr 85

d. Report expected date of implementation of MM release 12.0 and this instruction to SEA 07. The target date for all shipyards to be on line and thus achieve system wide implementation is 1 October 1985.

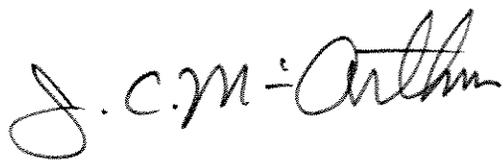
e. Implementation of MM release 12.0 and this instruction also requires standardization of the identification of non standard material with the common data elements of APL/CID, FSCM, reference number, and drawing and piece number. This action is critical to ensuring visibility and accessibility of non standard material and action will be taken to ensure that all requirements and inventory records reflect this standardization.

Distribution:
SNDL FKP7 NAVSHIPYD(2)

Copy to: (2 copies each unless shown)
SNDL A4A CHNAVMAT (MAT 04)
C37E4 NPPSDO NDW
C37F3 NAVMATDATASYSGRU
FKA1B COMNAVELEXSYSCOM
FKA1F COMNAVSUPSYSCOM (SUP 03)
FKM13 SPCC (Code 03)
FKM22 NAVPUBFORMCEN (200 and netatives)
FKP21 NAVSEALOGSUPENGACT
ET88 EDOSCOL

SEA 05
06
90L
09B334(100)

Stocked:
Commanding Officer
Naval Publications and Forms Center
5801 Tabor Avenue
Philadelphia, PA 19120-5099



J. C. McARTHUR
Rear Admiral, U. S. Navy
Deputy Commander for Industrial
and Facility Management