



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
1333 ISAAC HULL AVENUE SE
WASHINGTON NAVY YARD DC 20376-0001

IN REPLY REFER TO:
NAVSEAINST 4710.6A
Ser 392CM1/0142
30 Sep 04

NAVSEA INSTRUCTION 4710.6A

From: Commander, Naval Sea Systems Command

Subj: SUBMARINE ADVANCED EQUIPMENT REPAIR PROGRAM (AERP)

Ref: (a) NAVSEA 0924-062-0010, Submarine Safety (SUBSAFE) Requirements Manual
(b) NAVSEA 0948-LP-045-7010, Material Control Standard (Non-Nuclear)
(c) SL720-AA-MAN-010, Fleet Modernization Program (FMP) Management and Operations Manual
(d) NAVSEAINST 4160.3A Subj: Technical Manual Management Program
(e) NAVSO P-3638A; Navy and Marine Corps Product Data Reporting and Evaluation Program (PDRREP) Manual
(f) NAVSUPINST 4440.179A CH-1; Subj: Report of Discrepancy (ROD) Manual
(g) NAVSEAINST 4440.26; Submarine Factory Material Support - Corporate Component Repair Program Management Instruction.

Encl: (1) Submarine AERP Component Recommendation Form

1. Purpose. To assign responsibilities and prescribe procedures for the management of the submarine Advanced Equipment Repair Program (AERP).

2. Cancellation. NAVSEAINST 4710.6 of 8 February 1981 and NAVSEANOTE 5215 of 2 January 1986 are hereby canceled and superseded.

3. Scope. This instruction applies to SSN 688, SSN 021 and SSN 774 Class (SSN) submarines.

4. Exceptions. This instruction does not apply to reactor plant components under the cognizance of NAVSEA 08.

5. Policy

a. The AER Program shall:

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(1) Provide new or refurbished components in support of planned submarine maintenance requirements to assist in shortening in-port ship durations.

(2) Provide refurbished sub-assemblies for installation on specific components based on condition monitoring.

(3) Provide a means for the cognizant NAVICP inventory manager to maintain an inventory of new or refurbished components for use in supporting emergent fleet requirements and Casualty Report (CASREP).

b. Refurbished components will be technically equivalent to new components. Components will be provided in Ready-For-Issue (RFI) condition, and to the maximum extent possible, will be identical to existing, installed equipment in terms of form, fit, and function. When replacement components are not identical to installed components, the differences will be noted in the Interchangeability Data Sheet (IDS) which identifies AERP components planned for replacement during an availability. Normally, only a receipt inspection will be required prior to component installation to ensure a complete component has been shipped and that shipping damage has not been incurred. Certain components are authorized for optional pre-installation testing by the installing activity and are listed in the initial IDS letter and/or the AERP Web Page. Testing of components in support of CASREP requirements will be addressed on a case-by-case basis.

c. Application of the principles of Reliability Centered Maintenance (RCM) and Condition Based Maintenance (CBM) have identified that certain components are more economically maintained by replacing sub-assemblies in lieu of complete change-outs. Determination of which sub-assemblies to replace is based on condition monitoring.

d. New or refurbished components within the SUBSAFE boundary shall meet the SUBSAFE certification requirements of reference (a).

e. Material shall be controlled in accordance with reference (b) as applicable.

6. Background. The AER Program was originally established to assist in shortening the time required to accomplish the overhaul and/or conversion of SSBN submarines from Polaris to Poseidon configuration. The program has since expanded and evolved into a system for supporting programmed and condition based maintenance for all SSN depot availabilities. AERP has also become the primary source of material for emergent fleet requirements and CASREP support of components.

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7. Discussion

a. Although similar in concept to usual repairable item rotatable pool programs, the AERP differs in that components are of significant value and inventory levels are not solely determined by usage data. The range and depth of assets maintained by the AERP is driven by Class Maintenance Plan requirements for depot level availabilities and projected fleet emergent needs.

b. AERP components are restored to the requirements of an approved Maintenance Standard. These requirements are both necessary and sufficient to restore the component to an acceptable condition for shipboard installation and operation. Additional work to make the components be aesthetically "like new", or to upgrade them to "latest specifications" is neither required nor desired, unless specifically authorized as an approved ShipAlt or Alteration and Improvement (A&I).

c. AERP components, which have been planned and budgeted for replacement, are provided as Government Furnished Material (GFM) to government and private activities performing overhaul and maintenance of submarines. The offloaded AERP components are refurbished and reinstalled on another submarine during a later availability. This maintenance philosophy minimizes off-line overhaul and maintenance time, allows for refurbishment of complex components under optimum conditions, provides components that have been upgraded with the latest authorized alterations, provides higher quality assurance levels and increases the probability of completing the maintenance on or ahead of schedule.

d. In the event of a premature failure of an AERP component, corrective maintenance should be attempted utilizing piece part support from the supply system. If corrective maintenance is unsuccessful, it may be necessary to replace the component. To respond to these eventualities, it is intended that a quantity of RFI components be maintained as CASREP Safety Level items. These RFI items are provided by NAVICP material managers as GFM to the requesting activity. The failed component will be offloaded, refurbished via the AERP, and staged to support subsequent requirements.

e. Components selected for management under the AERP are complex, high value items. The criteria and procedures for nominating components for consideration of inclusion in the AERP are contained in paragraph 12 of this instruction.

8. Responsibilities. The functions, assignments and responsibilities assigned to all activities concerned with the

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submarine AERP are identified below (for SSN 774 AERP, functions assigned to PMS392CM will be performed by PMS450TL until responsibility for SSN 774 Class has transitioned to PMS392):

a. NAVSEA 07. Assigned overall management responsibility for the AERP. NAVSEA 07 has designated PMS392CM as the agent and the central point of coordination and management control for the AER Program. PMS392CM will resolve all conflicts relating to AERP policy.

b. PMS392CM

- (1) Develop and promulgate AERP policy and provide Management direction.
- (2) Approve new components for inclusion in the AERP.
- (3) Compile AERP budget requirements provided by NAVICP for new assets, submit budget requirements to the resource financial manager.
- (4) NAVICP and PMS392CM to determine budget/funding responsibilities, NAVSEA will submit budgets for and secure O&MN funds for refurbishment of components to support CASREP requirements.
- (5) Coordinate Integrated Logistics Support (ILS) certification process for alterations made to AERP components in accordance with reference (c).
- (6) Resolve requests for departure from specifications on AERP components.
- (7) Disposition Major Waiver/Deviation on AERP components.
- (8) Fund storage of AERP assets at EBCorp, Quonset Point, RI

c. PMS392C

(1) Provide funds to NAVICP for AERP material support for SCN funded Availabilities.

d. SEA04

- (1) Develop and promulgate policy and procedures governing NAVSEA depot level repairable component programs.
- (2) Prepare, negotiate, and implement Depot Maintenance Intra/Interservice Support Agreements (DMISAs) for NAVSEA depot maintenance workloads at facilities of other services or systems commands.
- (3) Arrange for Fleet Industrial Supply Center (FISC) facilities to store AERP components.
- (4) Ensure adequate storage facilities and implementation of inspections and preventative maintenance at Naval Shipyards for repairable component programs.

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- e. SEA 07T. Provides technical support to 392CM as follows:
- (1) Provide input regarding candidates for addition to or deletion from the AERP, recommended by SUBMEPP, based upon component performance monitoring.
 - (2) Provide performance monitoring and material condition data for AERP components.
 - (3) Recommend changes to engineered periodicity and planned periodicity of AERP components.
 - (4) Review and comment on testing requirements for AERP components.
 - (5) Provide technical evaluation in support of condition based maintenance of components in short supply.
 - (6) Take action on requests to modify AERP components during refurbishment.
 - (7) Resolve technical problems that affect AERP component performance or refurbishment and which are beyond the technical authority delegated to SUBMEPP.
 - (8) Review, comment and recommend disposition of Major waivers and deviations on AERP components.
- f. Type Commanders (TYCOMs)
- (1) Compile AERP budget requirements provided by NAVICP for refurbishment actions, submit budget requirements to the resource financial manager, and secure OM&N funds for refurbishment of AERP components.
 - (2) Provide funding for refurbishment of AERP components in support of planned and condition based maintenance.
 - (3) Recommend candidates for addition to or deletion from the AERP.
 - (4) Approve decisions to divert AERP assets from scheduled availabilities to support CASREPs.
 - (5) Authorize release of AERP assets at shipyards (delivered) and inform NAVSEA and NAVICP.
- g. NAVICP Mechanicsburg. As material Manager, NAVICP is the coordinator for Material Management aspects of AERP.
- (1) Generate appropriate MILSTRIP documents or other directives to allocate and issue AERP components to ships, refurbishment facilities and storage facilities.
 - (2) Provide data on anticipated stock level and cube to FISCs, if requested.
 - (3) Catalog AERP components including the identification of National Stock Numbers (NSNs) for new AERP components. Assign Special Material Identification Code (SMIC) numbers when necessary.

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- (4) Control and provide disposition for excess AERP components.
- (5) Forward annual projections for CASREP component support to PMS392CM.
- (6) Calculate pool requirements using maintenance schedules, procure inventory, and monitor contractor delivery.
- (7) Prepare and submit necessary management and financial reports as required.
- (8) Submit budgets to PMS392CM for new AERP components requirements.
- (9) Submit budget to PMS392CM for CASREP component requirements.
- (10) Submit budget to TYPE Commanders for component refurbishment requirements in support of planned maintenance.
- (11) Submit budget to PMS392C for component refurbishment requirements in support of SCN funded Availabilities.
- (12) Fund facilities for the refurbishments of AERP components within funding limitations and direction provided by TYPE Commanders and SUBMEPP.
- (13) Initiate contracts for procurement and refurbishment of AERP components citing funding authority and including technical specifications as provided by SUBMEPP.
- (14) Develop methods and criteria to evaluate AERP cost effectiveness.
- (15) Determine priorities among competing AERP requirements.
- (16) Direct prestaging and movement of AERP components within the framework of existing supply procedures.
- (17) Supply assets to meet planned and emergent changeout requirements.
- (18) Monitor stock levels, adjusting inventory balances and redirecting assets locations to meet operational needs.
- (19) Perform strict inventory control by serial tracking of each AERP asset, regardless of condition or location.
- (20) Provide and maintain accountability and inventory control of all AERP assets.
- (21) Arrange for delivery of components to meet milestones of paragraph 9 of this instruction.
- (22) Conduct yearly physical on-site inventories.
- (23) Provide updates to ships COSAL and onboard allowance data to reflect configuration changes planned and accomplished as a result of the AERP changeout.
- (24) Act as central point of contact for AERP inventory/budget/logistics issues.

h. SUBMEPP

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- (1) Manage the technical and scheduling aspects of the AERP within guidelines established by NAVSEA 392CM.
- (2) Submit recommendations to PMS392CM, with justification, concerning modification of AERP components, and addition or deletion of components from the AERP.
- (3) Develop and update Maintenance Standards for AERP components within guidelines established by NAVSEA.
- (4) Provide refurbishment instructions, based on approved Maintenance Standards, to NAVICP for AERP refurbishment contracts. Refurbishment instructions will include inspection and certification requirements for quality assurance.
- (5) Determine equipment interchangeability and make interchangeability information available to installing activities.
- (6) Maintain current configuration, technical data, and certification documentation reference files.
- (7) Ensure AERP components are physically labeled with the assigned Special Material Identification Code (SMIC) number.
- (8) Prepare and maintain schedules for utilization and refurbishment of AERP components to ensure most economical use of resources.
- (9) Identify planned and unplanned changeout requirements for availabilities to NAVICP to assist in the preparation and execution of the AERP Budget.
- (10) Review and approve post refurbishment inspection and test results of AERP components prior to acceptance from contractor. This includes authority for acceptance of noise deviations.
- (11) Disposition requests for minor waivers and deviations submitted against AERP component requirements which are within the technical authority delegated to SUBMEPP by NAVSEA.
- (12) Update Technical Manuals (TMs) for AERP components in accordance with reference (d).
- (13) Provide special preventive maintenance instructions to refurbishment facilities, and overhaul or maintenance facilities, as necessary for AERP components in storage or remaining idle for extended periods of time.
- (14) Provide Provisioning Technical Documentation (PTD) updates in conjunction with NAVICP Mechanicsburg. This will enable the Naval Supervising Activity (NSA) or installing activity to report any Allowance Parts List (APL) changes for the AERP components to the Configuration Data Manager (CDM). The CDM is then required to update the Ship's Configuration and

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Logistic Support Information System (SCLISIS) to insure the latest repair parts requirements. Ship's Force, with the support of the Fleet Integrated Logistic Overhaul (ILO) Team, as required during an availability, will requisition the OBRP shortages in conjunction with the AERP components.

- (15) Wherever practical, ensure that all applicable, authorized ShipAlts and A&I items are accomplished on AERP component during refurbishment. SUBMEPP shall inform fleet commanders and overhaul and maintenance activities of ShipAlt and A&I completion status on AERP components.
- (16) Maintain certification data for all AERP components, i.e., SUBSAFE, material control, noise test reports, performance test reports, and hydrostatic test reports.
- (17) Act as central point of contact for questions or problems with AERP components or other Program issues. Direct inventory/budget/logistics related questions to NAVICP.
- (18) Develop and implement methods to evaluate AERP component quality.
- (19) Certify refurbished, Ready For Issue SUBSAFE AERP Components as satisfactory for installation and use in accordance with reference (a).

i. Installing Activities. Installing activities shall accomplish work associated with AERP components as authorized in the ship's availability work package; private shipyards shall act in accordance with contractual agreement. Installing activities shall:

- (1) Remove existing installed AERP components and arrange for shipment as instructed by NAVICP. Offload shipment milestones are cited in paragraph 9 of this instruction. Identify offload components by SMIC AND manufacturer's Serial Number on outside of shipping container and to NAVICP.
- (2) Ensure offloads are not cannibalized unless approved by NAVICP.
- (3) Ensure refurbished AERP components remain in RFI condition from the time of delivery until installation in the ship.
- (4) Ensure proper handling and storage practices are observed prior to and during installation in the ship. This includes performing preventive maintenance, as specified by SUBMEPP.
- (5) Ensure proper preventive maintenance is performed after installation in the ship until such time as the equipment is turned over to Ships Force.
- (6) Address any AERP component problems that arise during

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- the ship's availability with SUBMEPP. The procedures for reporting problems with AERP components are prescribed in paragraph 10 of this instruction.
- (7) Identify in the Ship's Departure Report all completed ShipAlts and A&I items.
 - (8) Notify the Type Commander and SUBMEPP of any AERP components scheduled for installation in a designated ship but not installed.
 - (9) Based on Interchangeability Data Sheets and configuration of delivered component, ensure submittal of appropriate configuration change documents e.g. OPNAV 4790CK to reflect component configuration changes.
 - (10) Perform receipt inspection of each RFI component received and submit completed documentation to SUBMEPP per the initial IDS letter and/or AERP Web Page.
 - (11) If crates are reused for shipping off loads, packages/crates shall be labeled/marked with the SMIC and Manufacturer's Serial Number and all old labels and markings removed/blacked out.

j. AERP Storage Facilities

- (1) Will assist NAVICP with inventory audits.
- (2) Ensure AERP items are stored in a segregated storage area.
- (3) Ensure packages/ crates have SMIC, Manufacturer's Serial No., NSN label(s) attached to each AERP equipment. If crates/packages are reused for shipment all previous markings/labels will be removed/blacked out and new labels attached.

9. Planning and Program Milestones

a. Overhauls and Extended Operating Cycle (EOC) availabilities are scheduled at least 24 months in advance. SUBMEPP will identify AERP requirements for each availability and the assets to support these requirements via the availability work package.

b. Twelve months prior (A-12) to Depot Availibilities, SUBMEPP, with NAVICP input, will furnish a list of all the AERP components to be provided, along with instructions and Interchangeability Data Sheets (IDSs), to the overhaul/maintenance activity, Type Commanders, NAVSEA, NAVICP, and the ship. The IDSs provide comparative data for the offloaded components and the components to be provided for each ship. Pertinent information on technical manuals, Allowance Parts Lists, ShipAlts, A&I items, preventative maintenance, and special installation instructions pertinent to the component are

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included in the data sheets. IDSs will be provided by letter and/or via the AERP Web Page

c. Some AERP components are changed out during IMA upkeeps. Some of these items planned for by due date and others are unplanned and are requested as needed.

d. Delivery of planned AERP onload components for availabilities and shipment of offload components shall meet the following milestones:

- (1) Overhaul and DMP Onloads - A-0 weeks.
- (2) SRA Onloads - A-2 months.
- (3) Offloads from all Availabilities- A+7 weeks.

Note: Monitored components not identified for replacement until the Pre-arrival Meeting may not be delivered in time to meet the above A-2 milestone, but will be provided in time to support the work schedule.

e. Replacement of component sub-assemblies will be scheduled on an individual case basis through discussions between the Type Commander, NAVSEA, SUBMEPP, and NAVICP.

10. AERP Component Problem Reporting

a. The installing activity will perform Receipt Inspections and Preventative Maintenance, along with pre-installation testing (if authorized by the TYCOM) in accordance with the availability work package and the AERP IDS letter and/or the AERP Web Page. All tests shall be charged to ship availability funds. Completed receipt inspection forms shall be submitted to SUBMEPP.

b. Installing Activities shall report and discuss any discrepancies discovered in AERP components with SUBMEPP Code 1831. Installing activities shall not rework or modify any components without specific authorization from SUBMEPP. SUBMEPP will normally ensure that the refurbishment activity corrects any discrepancies found prior to installation.

c. Initial reports to SUBMEPP should be made by the fastest possible means, preferably by telephone, telefax or electronic mail. The installing activity is required to formally document to SUBMEPP, within 30 days of receipt of the component, any problems or material defects that are attributed to inadequate refurbishment or shipping damage which can be detected by normal (external) receipt inspections. In so doing, installing activities must utilize the Maintenance Standard criteria invoked for the refurbishment and make specific reference to the repair standard requirement that has not been satisfied.

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d. Material defects attributable to the manufacturer or refurbishment activity shall be reported in accordance with reference (e).

e. Discrepancies in material shipping, preservation, packaging, packing and labeling shall be reported in accordance with reference (f), copy to NAVICP 8423, SUBMEPP 1831 and corrected by activities storing AERP components.

11. Program Funding

a. Sources of Funding. The financial resources required to support the AERP are as follows:

- (1) Material Procurement Funds. Other Procurement-Navy (OPN) funds are used to procure new AERP components and modification kits for existing components when authorized by appropriate ship alterations. Additional assets to support CASREP requirements are included in the new component procurement. OPN funds for procurement of new AERP components are provided to NAVICP from NAVSEA.
- (2) Material Refurbishment Funds for Non-EROs. O&MN funds normally finance the refurbishment of AERP components. Fleet and headquarters funds are budgeted and furnished as required by work requests, project orders or Request for Contractual Procurement (RCP) issued to NAVICP. NAVSEA shall fund the refurbishment of AERP components required to support CASREPs. TYCOMs shall fund the refurbishment of components to support scheduled availabilities. Unplanned material provided to a depot availability will require pay back funding by the ships project.
- (3) Material Refurbishment Funds for EROs. AERP components, refurbished as required for SCN funded EROs, must be financed using SCN funds. SCN funds are budgeted and furnished as required by work requests, project orders or Request for Contractual Procurement (RCP) issued to NAVICP. PMS392C shall fund the refurbishment of AERP components required to support EROs.

b. Methods of Budgeting. The budget process necessary for obtaining funding for new component procurement, component refurbishment, and CASREP component refurbishment is as follows:

- (1) OPN Funding. Budget requirements for OPN funds will be forwarded by NAVICP to NAVSEA PMS392CM for inclusion in the appropriate budget.

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(2) O&MN Funding. NAVICP O&MN funding is of two types as follows:

(a) Funds for refurbishment of programmed requirements. Budget requirements for planned maintenance will be forwarded by NAVICP to the appropriate TYCOM.

(b) Funds for refurbishment of CASREP requirements. Projected budget requirements for CASREP material will be forwarded by NAVICP to NAVSEA PMS392CM.

(3) SCN Funding. Budget requirements for SCN funds will be forwarded by NAVICP to NAVSEA PMS392C for inclusion in the appropriate budget.

12. Addition of New Components to AERP

a. AER Program Criteria. An item will be considered for the AERP only if it meets the following general criteria:

- (1) Other component replacement/restoration means would have significant impact on ship/availability schedules.
- (2) Component is standardized and interchangeable with wide applicability in its class.
- (3) Funding required to "prime" the pool is available, if necessary.
- (4) The item requires Original Equipment Manufacturers (OEM), or equivalent (i.e., Organic DOP), expertise to refurbish.
- (5) The item is more economically restored than replaced with a new asset.
- (6) Component can be removed/installed at the depot level as required by the Class Maintenance Plan.

b. Recommendation Process

(1) Any activity may recommend potential new AERP components as a result of independent study or recognition of a fleet requirement. The activity shall submit a recommendation, utilizing enclosure (1), to SUBMEPP Code 1831 for review. The technical basis for the recommendation and the proposed maintenance frequency should also be provided. A copy of the recommendation shall be sent to PMS392CM, NAVICP Code 8423, COMSUBLANT, and COMSUBPAC.

(2) SUBMEPP will determine if the proposed item meets the selection criteria for including the item in the AERP. If

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SUBMEPP's evaluation results agree the item should be added, SUBMEPP will forward the recommendation to PMS392CM for final determination with a copy going to all concerned. If SUBMEPP concludes the item should not be added, notice will be made to the originator of the request with copies to all concerned.

(3) Based on recommendations submitted by SUBMEPP, PMS392CM will approve/disapprove new AERP components and inform SUBMEPP, and NAVICP of the decision.

- (a) Items approved for AERP. NAVICP will identify new component quantities and costs delineated by fiscal year and provide this information to PMS392CM for funding. NAVICP will implement the component into the program when funding is available.
- (b) Items not approved for AERP. NAVICP will return the recommendation to the requesting activity, stating the rationale for disapproval.
- (c) Components not meeting criteria for induction into the AER Program may meet the criteria for induction into the Corporate Component Repair Program (CCRP) in accordance with reference (g).

13. AERP Casualty Report (CASREP) Support.

a. In addition to supporting programmed maintenance of submarines, the AERP is the primary source of material for submarine fleet emergent requirements and CASREPs for those components maintained under the AER Program. The original intent of the AERP was a rotatable pool of components for programmed maintenance, not as a contingency source of material. Circumstances do arise where it has become necessary to cannibalize or divert an AERP component when urgent requirements must be filled. Offloads are then refurbished with NAVSEA Program funds and returned to the rotatable pool for program support.

b. SUBMEPP will assist the NAVICP item managers wherever possible in filling requisitions for CASREPs and other emergency support. In order to clarify the roles of the different players associated with CASREP support, the following responsibilities are assigned:

- (1) NAVICP will determine the quantity of items needed for emergent support for each of the components under their control.
- (2) Funding for the refurbishment of offloaded AERP items to replace items used in support of CASREPs

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will be provided by NAVSEA PMS392CM. For planning purposes, NAVICP will provide annual forecasts of the projected funding required to support CASREPs for each component.

c. Material requests in response to CASREPs will be initiated as follows:

- (1) When all efforts to repair the item have been exhausted, and upon determining that the entire equipment or assembly must be replaced vice repaired in place, the requesting activity must submit a requisition for the 2S Cog item, through normal chain of command, following CASREP requisitioning procedures.
- (2) Based on item availability, known requirements and requesting ship schedule, NAVICP will fill the requisition or coordinate with NAVSEA and appropriate TYCOM to identify impact and possible alternatives.

d. Release of material will conform to the following guidelines:

- (1) Material undergoing overhaul or refurbishment at a commercial plant or government activity will be released by NAVICP based on SUBMEPP evaluation of material status.
- (2) Material in storage at a government supply center will be released by the NAVICP item manager, who will inform SUBMEPP to ensure proper configuration.
- (3) Material at shipyards (delivered) will be released by the assigned TYCOM, based on communication with NAVICP.

e. Shipping of the offloaded payback of cannibalized or diverted AERP material is the responsibility of the requesting activity and must be completed expeditiously to minimize the impact on AER program requirements. Funding for the refurbishment of the offloaded payback is also vital to preclude impacting AER program requirements. NAVICP will provide payback refurbishment funding requirements to NAVSEA PMS392CM.

14. Certification of AERP Components

a. AERP components are provided to installing activities as pre-certified GFM with all applicable Level I, SUBSAFE and Unrestricted Operations (URO) certification actions already complete. For newly procured components, a complete certification data package is procured and maintained by SUBMEPP. However, components removed from certified ships are considered fully certified, therefore, original manufacturer's certification

records will not be maintained for subsequent refurbishment and certification. For refurbishment, SUBMEPP will maintain certification data associated only with work performed on the unit during its most recent AERP restoration. Full component certification for restored AERP units is arrived at by reference to this certification data plus traceability back to the certified ship from which the unit was offloaded.

b. A matrix identifying the certification data on file for AERP components is provided to the installing activity as an enclosure to the final issue of the IDS letter and/or the AERP Web Page. Installing activities shall comply with the requirements of paragraph 2.4 of reference (a) when requesting copies of certification records.



P. M. BALISLE

Distribution:

NAVSEA:
92
PMS392C
PMS392CA
PMS392CM
PMS392CM1
PMS393A
PMS395A
SEA04
SEA07T
SEA07L
SEA07 SUBMEPP REP (Mason)
PMS 450.TLR
COMSUBLANT N4, N405, N407, N413, N4321, N4313, N431A, N4311,
N402E
Mid Atlantic Regional Maintenance Center, Code 380, 923
Regional Support Group Groton (RGS Groton) N40
COMSUBPAC N4, N413A
NSSC BANGOR (SUBMEPP REP)
NAVSHIPYD NORVA 1215
NAVSHIPYD PTSMH 1260
NAVSHIPYD AND IMF PEARL 200, 300, 563, 900, 1200,
NAVSHIPYD AND IMF PUGET 1211, 400, 422
TRF KINGS BAY 423, 405 (SUBMEPP REP)
NAVICP 8423
SUPSHIP GROTON 157A
SUPSHIP NPTNEWS 156
FISC CHEATHAM ANNEX
DEFENSE DISTRIBUTION DEPOT, BARSTOW
DEFENSE DISTRIBUTION DEPOT, PEARL HARBOR

NAVSEAINST 4710.6A

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COMSUBRON SEVENTEEN N4, N44, PMT,
NSSF NLON
NSSC NLON (Squadron)
RSG NORVA
NSSC NORVA (Squadron)
NSSC PEARL (Squadron)
SIMA SAN DIEGO
COMSUBRON 11 (Squadron)
USS FRANK CABLE (AS-40)
COMSUBRON 15 (Squadron)
COMSUBDEVRON 5
USS EMORY S. LAND (AS-39)
COMSUBRON 22 (Squadron)
SUBMEPP 1831, Tech Library

SUBMARINE AERP COMPONENT RECOMMENDATION FORM

From:
To: Commander, Naval Sea Systems Command (PMS392CM)
Via: Commanding Officer, Submarine Maintenance Engineering,
Planning and Procurement Activity (Code 1830)
Subj: SUBMARINE AERP COMPONENT RECOMMENDATION
Ref: NAVSEAINST 4710.6A of _____

1. The following information is provided for the analysis of the listed component. This component is considered a valid AERP candidate for the reasons listed below:

2. <u>SELECTION CRITERIA</u>	<u>YES</u>	<u>NO</u>
Other component replacement/restoration means would have significant impact on Ship/availability schedules.	()	()
Component is standardized and interchangeable with wide applicability in its class.	()	()
Funding required to "prime" the pool is available, if necessary.	()	()
The item requires Original Equipment Manufacturers (OEM), or equivalent (i.e., Organic DOP), expertise to refurbish.	()	()
The item is more economically restored than replaced with a new asset.	()	()
Component can be removed/installed at the depot level as required by the Class Maintenance Plan.	()	()

SUBMARINE AERP COMPONENT RECOMMENDATION FORM

3. EQUIPMENT DATA:

- * Nomenclature _____
- * Equipment Allowance Parts List (APL) Number _____
- * Service Application of Next Higher Assembly _____
National Stock Number (NSN) _____
- * Drawing or Part Number _____
- * Technical Manual _____
Technical Repair Standard (TRS) _____
Manufacturer (with CAGE) _____
Estimated Replacement Cost _____
Estimated Refurbishment Cost _____

(* - mandatory information)

4. SHIP DATA:

Ship Class(es) _____ Qty. Hulls _____

5. DISPOSITION: Concur Do Not Concur

SUBMEPP	()	()
NAVSEA	()	()

Rationale:

6. ADDITIONAL COMMENTS:

Copy to:
NAVSEA (SEA 07T)
COMSUBLANT (N4, N5)
COMSUBPAC (N4, N5)
NAVICP (842)

Encl (1)