**PAFOS MANUAL**

**CHAPTER 6**

**ALLOWANCE DOCUMENTS**

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6.0 INTRODUCTION

Navy policy states that each ship entering the Fleet will have accurate and complete allowance lists. This chapter of the PAFOS Manual identifies the various allowance lists developed to outfit a ship entering the Fleet. After introducing and defining the allowance lists, this chapter concentrates on the development and maintenance of a ship's Coordinated Shipboard Allowance List (COSAL). This chapter and its appendices provide the policies and procedures required for the development and maintenance of shipboard allowance lists. It is the responsibility of the Naval Sea System Command (NAVSEA) and the Naval Supply System Command (NAVSUP) to assist a ship's crew in achieving an acceptable level of supply readiness. NAVSEA and NAVSUP activities have additional responsibilities in the development of a COSAL for each ship while the ship is under construction and to assist in the maintenance of each ship's COSAL for the life of the ship. A COSAL may be delivered to a ship in either CD-ROM format and/or as the Organizational Maintenance Management System Next Generation (OMMS-NG)/R-Supply, (previously known as Shipboard Non-tactical ADP Program (SNAP)), database. The preferred and, most commonly used today is OMMS-NG/R-Supply, which allows for automated update and maintenance of ships’ installed systems and equipment, as well as allowancing and inventory control of authorized spares and Maintenance Assistance Modules (MAMs).Whenever the term COSAL is used in this chapter and its appendices, it is meant to include both the automated and CD-ROM formats, unless specifically stated otherwise.

6.1 DEFINITIONS

The following definitions are provided to establish an understanding of the terminology used in this and other supply related documents:

1. COSAL. A compilation of data used to describe a ship's allowance of Storeroom Items (SRIs), MAMs, consumables, and Operating Space Items (OSIs). A COSAL may be delivered to a ship, on CD-ROM and/or as an, OMMS-NG/R-Supply database.

 The COSAL is described more fully in paragraph 6.2.2.a and in detail in Appendix A.

1. MAM. A part used by maintenance personnel to fault isolate a system or equipment failure. The same part may also be included as a SRI allowance. However, most MAMs are no longer authorized as separate SRI allowances under the MAMs as Spares Policy. Additionally, MAM’s are allowanced and managed under the, X-MAM’s process.
2. X-MAM. A unique form of a pseudo RIC or X-RIC assigned to items identified on equipment/ system APLs as MAMs and is formatted to always reflect XM in the first 2 positions followed by the 9 characters NIIN/NICN (e.g. XM123456789). X-MAMS provide a means to accurately maintain MAMs allowances based on actual installed equipment/system configuration and facilitate the control and visability of afloat MAMs inventory. Repair Part. A part that is used to repair a component, module, equipment, or system. Repair parts are consumed and replaced upon failure.

e.Consumables. Materials that are for administrative and general use and are not designed as repair parts.

f.OSI. Operating Space Items are tools and equipage that are in the custody and management of the designated ship's department head.

g. Spares. A term used to describe a ship's allowance of spare and repair parts.

h. SRI. Storeroom Items are allowed spares or repair parts carried in the ship's storeroom(s) or elsewhere in the custody of the Supply Officer.

6.2 THE REQUIREMENT

A ship entering the Fleet must be outfitted with various types of material including: food; fuel; ammunition; sidearms and other portable weapons; ship’s store resale material; portable equipment of various types; boats; vehicles; deck gear; yellow gear (where required); publications; charts and navigational aids; forms; administrative material; personnel support items; library books; recreational equipment; bedding; special clothing, as well as spares; MAMs; portable test equipment; equipage; special tools; and consumables required for both preventative and corrective maintenance for a specified period of time. The intent is to deliver a ship in a satisfactory state of readiness and to maintain that level of readiness so that the ship can sustain itself in a hostile (war time) environment for an extended period of time.

These ships will receive a variety of allowance lists as well as a new COSAL. These allowance lists are prepared by various activities and are usually coordinated through the Fitting Out Supply Team (FOSAT) and the responsible Naval Supervising Activity (NSA). The material required to fill these allowances must be ordered, received, and stored on board the ship.

FOSAT has the responsibility to monitor the completeness of shipboard allowances when ships are in construction or conversion. FOSAT works very closely with the ship's crew and reports the material readiness condition of each ship to the ship's Prospective Commanding Officer, the Prospective Type Commander (TYCOM), the Ship Program Manager (SPM), NAVSUP, and Office of the Chief of Naval Operations (OPNAV). The purpose of this monitoring is to ensure that the pre-established material readiness goals and objectives are met for each ship. FOSAT and the NSAhave the responsibility to assist the ship in monitoring requirements plus loading and stowing the material involved. FOSAT has the responsibility to represent the ship in matters pertaining to material readiness prior to the arrival of the prospective Supply Officer and prospective Commanding Officer.

6.2.1 Allowance Development Responsibility

The NSA must ensure that ships completing construction or an availability are properly outfitted to join the Fleet. This activity is also responsible for ensuring that the shipbuilding contractor provides provisioning technical data for Contractor Furnished systems and equipment (for further details see the Provisioning Chapter of this manual). In addition, the NSA is responsible for ensuring that system and equipment configuration data is provided so that a COSAL can be developed or updated. For new construction ships, configuration data is provided from the Ships’ Configuration and Logistics Support Information System (SCLSIS through the Configuration Data Managers Database-Open Architecture (CDMD-OA). For operating ships, the CDM is responsible for the management and upkeep of ships’ configuration including changes resulting from ship conversions, overhauls, and Continuous Maintenance Availabilities (CMAs). The CDM processes configuration data into CDMD-OA in accordance with the SCLSIS technical specifications (See the SCLSIS Process and Allowance Process chapters of this manual for details).

6.2.2 Allowance Lists

A ship undergoing construction or conversion (ship is either out of commission or in commission special) will receive a complete fitting out prior to joining the Fleet. These ships will receive a variety of allowance lists as well as a new COSAL. The material required to fill these allowances must be ordered, received, and stored on board the ship. The various allowances are defined below.

1. COSAL. The COSAL is the primary allowance document for the ship. The COSAL defines the allowance for spares, MAMs, equipment-related consumables, and OSI. The COSAL structure and each of the component sections are described in detail in Appendix A. The COSAL is prepared by the Naval Inventory Control Point-Mechanicsburg (NAVICP-M) by extracting data from the Weapon Systems File (WSF) and CDMD-OA. Various computational models are used to compute COSAL allowances. For OMMS-NG-R-Supply ships, “automated” COSAL databases are developed for shipboard initialization and implementation. These databases are subsequently updated with configuration, logistics and allowance support data via the Automated Shore Interface (ASI)process provided as automated data to ships that have the OMMS-NG/R-Supply data systems installed. CD-ROMs of COSALs are provided to ships that do not have OMMS-NG/R-Supply,installed. Ships that do not have an automated system may request NAVICP-M provide COSAL data via specialized digital format.
2. Maintenance Assist Modules (MAM). As described above, MAMs allowances are included in the COSAL. However, due to limitations on accurate maintenance of these allowances resulting from configuration changes (e.g. equipment adds/removals and alterations) and the lack of accurate inventory aids, the X-MAMs process was developed and implemented. Under this process all items identified as MAMs on equipment/system APLs are assigned a unique pseudo RIC (referred to as an X-MAM) allowing the creation of separate configuration records for each MAM equipment/system application in CDMD-OA and subsequent in OMMS-NG. As a resykt, MAMs are tied to their parent equipment/system APL and are updated based on the status of the parent equipment including adds, deletes and alterations. Further, the X-MAM configuration record is the basis for identifying a ship’s overall allowance. This is accomplished based on a roll up of the individual MAM configuration records in CDMD-OA which is provided to the ship as an R-Supply Stock Record File (SRF) transaction
3. General Use Consumables List (GUCL). The GUCL is a one time allowance document for non-equipment related, general use consumable items that are not identified on an APL/AEL~~.~~ It is intended to support the first 90 days endurance period. It is produced for New Construction and Conversion ships by the NSA and NAVICP-M. The GUCL is then reviewed for applicability by The Prospective Supply Officer and FOSAT. The range and depth of items listed are adjusted based on the ship’s operational requirements. The GUCL allowances are not included in OMMS-NG/R-Supply because it is not a fixed allowance and no inventory control is maintained on the items listed.
4. Ship Portable Electrical/Electronic Test Equipment Requirements List (SPETERL). The SPETERL identifies the latest known test equipment required to perform preventive and corrective maintenance at the organizational and intermediate maintenance levels on a total ship basis. The SPETERL includes Special Purpose Electronic Test Equipment (SPETE), Built In-Test Equipment (BITE), and selected Mechanical Test Instruments (MTI). The SPETERL provides information about Test Equipment quantities required and reported on board, equipment/system application, associated AEL numbers, suitable substitutes, and excess/deficiency status. The SPETERL is prepared by the Naval Weapons Station (NWS), Earle, based on the Equipment Identification Number (EIN) of the configuration data recorded in the Equipment Identification Number (EIN) field from CDMD-OA.
5. Food Allowance. A ship's allowance of food is based on the ship's cyclic menu developed by the ship. Development of initial food allowances is the responsibility of the ship's Supply Officer. The ship is assisted by FOSAT in preparing menus and load out of required quantities. The NSA may be called on to assist in arranging for the shipbuilding contractor to provide pier side services in physically loading food into the ship. Food preparation equipment and serving equipment are part of the ship's COSAL and are provided as installed equipment and equipage.
6. Navy Resale Allowance. The initial allowance of resale goods is computed by establishing a dollar amount for each person on board. The ship's Supply Officer is responsible for ordering the material required to support the crew for an initial period of time. The ship is assisted by FOSAT in determining levels of materials required. Spares to support installed equipment required in the operation of resale activities (e.g., laundry machines, presses, refrigerators, freezers, barber chairs) are provided through the COSAL. Certain specialized equipment (e.g., soft drink vending machines, sundae dispensers, and popcorn machines) must be purchased by the ship through an advanced loan from the Navy Resale Office.
7. Forms and Publications. Needs someone to research responsibility is now with Defense Automated Printing Service (DAPS) FORMS.DAPS.DLA.MIL.

1. Oceanographic Materials. The initial allowance of oceanographic materials (e.g., charts, notices to navigators) is defined by the local oceanographic office and the Ship's Navigator. The initial allowance of oceanographic materials is based on the Ship's predicted operational area. The operational area is based on information provided to the ship's navigator by the TYCOM responsible for the ship's schedule and operational requirements. Navigational aids and equipment (e.g., plotters, dividers, compasses, chronometers, parallels) are part of the installed equipment with loose items being defined on AELs in the OSI section of the COSAL.
2. Photographic Equipment and Supplies. Photographic equipment and supplies are managed and controlled by NAVICP-P, and are provided to a ship based on a products list provided by NAVICP-P. For SSN-688 class submarines and CVNs, an AEL is provided to document this allowance. The equipment is considered equipage and is signature controlled. The amount of photographic equipment and film provided is based on the mission of the ship and whether it has a mission to gather photographic intelligence.

Note: Possible research on other ships with some Photographic AELs.

1. Material Handling Equipment (MHE). Not all ships carry MHE and must rely on assistance from the ashore support community. However, Mobile Logistic Support Force (MLSF) ships, Amphibious Force ships, and Aircraft Carriers do have an allowance for MHE. The type, size, and number of MHE carried on a ship relates directly to the ship's mission. Ships that are authorized MHE are provided this equipment from an equipment pool. The equipment pool is responsible for major repairs and maintenance. The ship having the MHE is responsible for routine maintenance. MHE is supported by APLs and spares are provided through the ship's COSAL. Ships should store MHE spares so they can be easily identified and removed because MHE is frequently traded to the ashore community for functionally similar equipment and supporting spares are seldom interchangeable.
2. Automotive Equipment. Most large ships have an allowance for official vehicles. The number and type of vehicles assigned to a ship depends on the size of the ship and the seniority of the Commanding Officer. These vehicles are used in attending official functions and are assigned by OPNAV. Automotive equipment is normally provided by the homeport ashore-based Public Works activity. The NSA’s involvement will be in assisting the ship to load the vehicles or arranging for parking space adjacent to ship or office provided to the ship's crew.
3. Yellow Gear. Yellow gear is usually defined as equipment used in the handling of aircraft. Ships that have aircraft embarked as part of their primary mission will normally have an allowance of yellow gear. This equipment consists of tractors, bomb trailers, dollies, crash equipment, cranes, and aircraft engine lifts. These allowances are developed under the direction of the Naval Air Systems Command (NAVAIR).
4. Library Allowance. Each ship entering the Fleet is outfitted with a library to provide recreational reading and reference documents for personnel assigned to the ship. A library can range in size from a few hundred books to thousands. A ship's allowance of library books is developed by the Naval Personnel Command based on the number of personnel assigned to the ship and the space allocated to the library on the ship. The NSA’s role is one of support in providing assistance to the ship through the shipbuilder in loading and stowing the books in the space assigned.
5. Medical and Dental Allowance. A ship's medical and dental allowances are developed by the Navy Medical Logistics Command (NAVMEDLOGCOM)and NAVICP-M. The medical and dental equipment assigned to a ship is determined by several factors, 1) size of the ship, 2) whether a doctor or dentist will be assigned to the ship on a regular basis, 3) space allocated to medical facilities on the ship, and 4) whether the ship is being fitted out for a specific purpose. Once a determination is made as to the extent of the medical and dental requirements, the Navy provides the equipment to be installed. Medical supplies and instrument requirements are identified and provided based on authorized allowances by NAVMEDLOGCOM. The NSA responsibility consists of receiving the medical and dental equipment to be installed and providing it to the shipbuilder for installation. If the ship is outfitted in the building yard, extreme care must be taken in providing proper storage for medical supplies and providing secure storage for controlled medicinal items~~.~~ Updates to medical and dental allowances come from both NAVICP-M and directly from MEDLOGCOM. The NAVICP-M updates, medical and dental SRI allowances for 2-37 AEL’s (Big Decks e.g. CVNs) via the OMMS-NG/R-Supply, ASI process and NAVMEDLOGCOM provides AMAL/ADAL SRI updates to Small Boys’”and OSI to all ships via a SNAP Automated Medical System (SAMS) website link.
6. Flight Deck and Hangar Deck Handling and Safety Gear. The development of an allowance list for spares for the flight and hangar deck needs to be carefully developed. The equipment installed is normally provided to the shipbuilder by the Navy. However, due to its uniqueness (developed by NAVAIR installed by a NAVSEA shipbuilder), it can be overlooked. Equipment such as aircraft starters, aircraft tie downs, aircraft refueling equipment, landing lights, deck edge lights, etc., all require special attention. The NSA must ensure that the spare and repair parts required for maintenance of this equipment are included in the Aircraft Launch and Recovery Equipment (ALRE). The supporting spares and material will be included in the COSAL or OMMS-NG/R-Supply. The spares and materials provided for these systems and equipment must be segregated but stored as part of a ship's permanent allowance.
7. Helicopter Landing Aids and Refueling Systems. Many ships in the Fleet have helicopter landing decks and/or some capability to refuel helicopters while hovering over the stern of the ship. Ships with helicopter landing platforms have allowances that support their aviation capability. The NSA must ensure that any spare or repair part provided in support of the equipment installed is included in the ship's allowance. Helicopter refueling equipment is unique but is normally provided through the COSAL. When a helicopter is assigned to a non-aviation ship, the spares and materials required for maintenance of the helicopter are brought aboard in a pack-up kit which is removed when the helicopter disembarks from the ship.
8. Aviation Consolidated Allowance List (AVCAL). Ships that have primary missions to support aircraft normally have an AVCAL. The AVCAL is prepared by NAVICP-P to support, the mix of aircraft to be deployed. Aviation allowed spares are stored in specialized cabinets that can be removed from a ship when the aircraft deck load changes and the AVCAL is revised/updated. AVCAL allowances are recorded in R-Supply under a separate Allowances Type Code to differentiate it from COSAL allowances.
9. Intermediate Maintenance Allowances~~-~~Intermediate maintenance support ship types. Submarine Tenders, and occasionally other ships designated as repair ships are outfitted with the necessary installed equipment to accomplish intermediate maintenance. While the ships COSAL includes the necessary tools, test equipment, and spares to support this installed equipment, these ships also receives a Tender Load List (TLL) of demand based spearing and consumables required to perform intermediate maintenance on ships it supports. The TLL is funded through the Navy Working Capital Fund (NWCF) and is not considered to be a part of the ship's COSAL. The NSA has the responsibility to ensure that the equipment, test equipment, and tools required to perform intermediate maintenance are identified on an AEL and are included in the ship’s COSAL. Particular care must be exercised to ensure compatibility of the tools with the equipment supported. For example, the lathe cutters must fit the lathe installed. Ships supported by a TLL use R-Supply to account for their allowances, which are differentiated from standard COSAL, allowances by Allowance Type Codes~~.~~ (Note: redundant from prior para.)
10. Flag Allowances. Ships that are fitted out as flag ships require additional allowances of personnel support equipment. The NSA is responsible for determining the size of the flag spaces and select AELs to provide allowance documentation for the flag allowance to be included in the OSI portion of the COSAL.
11. Welfare and Recreation. The NSA is responsible for determining and providing the initial allowance of welfare and recreational equipment and supplies. The NSA will work directly with the ship to determine what is required and provide a local allowance that can be used to purchase the needed materials.
12. Loose Items List. In the construction of a ship, there are items that are spelled out in the ship's specifications that are an integral part of the installed equipment. These items are not always attached to the system or equipment; however, they need to be on board the ship to ensure proper operation. Due to timing, the NSA will develop a Loose Items List that is used for loading purposes only. Most of the loose items should be supported on an AEL but are not included in the COSAL at the time the ship is delivered. The NSA shall take action to review the Loose Items List and prepare the proper documentation to enter the items into the COSAL.
13. Hazardous Material (HAZMAT). Only Hazardous Material (HAZMAT) approved and authorized by the Ship Hazardous Material List (SHML), Class/Type SHML (T-SHML) or the Submarine Material Control List (SMCL), as applicable, is to be procured and loaded onboard new construction ships via Hull Unique consumable HAZMAT AELs. These AELs establish the range and depth of HAZMAT for a particular ship and are now being developed to facilitate this effort. Inventory of HAZMAT is managed in accordance with established directives and local procedures.

Draft NAVICPINST 4441.165D, the new GUCL instruction eliminates HAZMAT from the GUCL and endorses the establishment of a~~n~~ ship tailored AEL for ~~management of~~ authorization and management of consumable HAZMAT allowances.

6.2.3 Configuration Data Managers Database-Open Architecture (CDMD-OA)

CDMD-OA is the Navy’s official Configuration Status Accounting (CSA) database which is used to record and maintain the configuration of systems and equipment that are installed onboard U.S. Navy Ships during new construction and throughout its lifecycle. CDMD-OA provides Ship’s Configuration and Logistics Information System(SCLSIS) baseline data necessary to extract initial COSALs and provide follow-on updates as required. CDMD-OA is used to record and maintain the configuration and logistics data of systems and equipment that are installed in a ship during new construction.

6.2.4 The CDMD-OA Database

The CDMD-OA database is maintained by Configuration Data Managers who are assigned by the Ship’s Program Manager to support specific classes of ships. An overview of the SCLSIS process and procedures is provided in the Ship Configuration and Logistics Support Information System and the Allowance Process Chapter of this manual. The importance of CDMD-OA configuration data cannot be over emphasized. If the configuration data for systems or equipment are not entered or are entered incorrectly, a ship’s COSAL will be either incomplete and/or the ship will have the wrong mix of spares, OSI, and MAMs on board. Under the X-MAM initiative, a new “XM” APL record is created for each allowed MAM onboard. “XM” APLs are initially populated with data from the parent APL and can be updated by the ship to more accurately reflect information regarding all MAMs onboard.

6.2.5 The Weapon Systems File (WSF)

The WSF is maintained by NAVICP-M. The WSF is a multi-level file that provides system and equipment characteristics, parts application and parts history, as well as other reference files. This file identifies systems and equipment by their Repairable Identification Code (RIC), i.e., APL number, and includestechnical characteristics; and maintenance worthy piece parts plus associated MAMs and special tools required to operate and maintain each system or equipment. This file also contains data on equipage and consumables required to operate and maintain a ship, as well as individual systems and equipment. AELs can also be extracted from the WSF. There are separate appendices to this chapter that describe the procedures to develop and maintain APLs, PALs, and AELs; however, a short description is provided here to provide continuity of flow for COSAL data requirements.

**6.2.5.1** **Allowance Parts Lists (APL)**

The provisioning process provides system and equipment characteristics, plus spares information. This data is loaded into the WSF and becomes the basis for development of APLs and PALs. (The provisioning process is covered in detail in the Provisioning Chapter of this manual.) APLs are prepared using provisioning data loaded in the WSF. APLs are an integral part of a COSAL and list both the technical characteristics of a specific system or equipment as well as the logistical coding required ~~for~~ to provide supply support for the associated system or equipment. APLs also identify all maintenance significant parts as well as approved maintenance decisions or codes to indicate the lowest level authorized to remove/replace and repair an item. (Note All items listed are allowance candidates; However, with the exception of items required for safety of a ship or its personnel and preventative maintenance, only those that meet the criteria of the COSAL computational model will be authorized as On Board Repair Parts (OBRP). Safety and PMS items are codedwith a technical override and specified quantity in the WSF to ensure an authorized allowance in the COSAL and/or OMMS-NG/R-Supply database. Appendix B provides APL preparation and processing guidance.

**6.2.5.2 Preliminary Allowance List (PAL)**

When the supporting documentation and provisioning data required to develop an APL for a system or equipment is not available by the first installation date of a system or equipment, a PAL will be developed. A PAL is a supply support document, published in APL format, that delineates the repair parts, MAMs, and special tools required to operate a system or equipment from the first installation date until an APL is developed and placed in the COSAL. When an APL is developed to replace a PAL, the APL shall be assigned the same RIC number as the PAL. Appendix C provides PAL preparation and processing guidance.

**6.2.5.3 Allowance Equipage List (AEL)**

An AEL is an allowance document prepared to provide operational support for various categories of non-installed components collectively known as equipage. An AEL may be related to a system or equipment, personnel, general requirements, damage control, ship or specific function. AELs do not provide spares that are embedded in a system which are needed to meet maintenance requirements. Appendix D provides AEL preparation and processing guidance.

**6.2.5.4 Advance Repairable Identification Codes (RIC)**

An advance RIC is assigned when a system or equipment is being installed on a ship, but an APL or PAL has not been developed. The advance RIC is assigned to facilitate Configuration Status Accounting by allowing the establishment of a ship configuration record in CDMD-OA and the WSF. An advance RIC is a precursor to the development of the final APL or PAL carrying the same RIC and provided to the Fleet via subsequent COSAL maintenance (e.g) Automated Shore Interface(ASI) or COSAL IN Access (CIA).

**6.2.5.5 Allowance Components List (ACL)**

An Allowance Components List (ACL) is a system validation aid prepared for variable installations of electronic systems. It also performs the function of tying together large systems supported by more than one APL. The ACL contains a list of component APLs with APL/AEL identification numbers as well as components not supported by an APL. A single installation may not contain all of the components listed on the ACL. ACLs do not provide COSAL Support. Validation of each component is required. ACLs frequently contain additional ACLs which must be used by validators to accurately define each ship's specific configuration. This will ensure proper COSAL support.

6.3 THE COORDINATED SHIPBOARD ALLOWANCE LIST

The COSAL provides the characteristics data of the systems and equipment installed on a ship and identifies the material required to operate and maintain the ship. The COSAL specifies the range and depth of spares, special tools, tools, test equipment, MAMs, equipage, and consumables required to make a ship self-sustaining for a specified period of time. A COSAL is a comprehensive document that is delivered to the applicable ship via data transfer when the ship has OMMS-NG/R-Supply or on CD-ROM when the ship is not automated. Most ships in the Fleet are now outfitted with OMMS-NG/R-Supply, so most COSALs are now delivered via that mode. The term "maintain" is of special significance in COSAL development because any spares, special tools, MAMs, as defined in the COSAL are placed there to support maintenance requirements. The actual structure and contents of a COSAL are included in 6-A.1. In order to achieve an acceptable level of supply readiness, a COSAL must be accurate, comprehensive and tailored to the configuration of installed systems and equipment and a ships maintenance capability. The COSAL is developed through a joint effort of both the engineering and logistics communities. This chapter explains the polices required to develop and maintain a COSAL. Procedures for the development and maintenance of a COSAL are contained in Appendix A to this chapter, "Coordinated Shipboard Allowance List Preparation and Processing".

6.3.1 Coordinated Shipboard Allowance List Derivations

The COSAL is derived through a computational model process that computes levels of spares, OSI, and MAMs. The computational math models currently being used to compute COSALs are:

* Price Sensitive Fleet Logistics Support Improvement Program (PS FLSIP .5 PLUS)
* .5 Fleet Logistics Support Improvement Program (FLSIP) PLUS
1. .25 Fleet Logistics Support Improvement Program (FLSIP)
2. .10 Modified FLSIP (MOD-FLSIP)
3. Readiness Based Sparing (RBS)
4. TRIDENT
5. Conventional

While there are variations in computational math models used to compute a COSAL, the data input to these models are extracted from CDMD-OA and WSF. The Price Sensitive .5 FLSPI, Plus Model is the current Navy standard and is discussed in Appendix A.

6.3.2 Allowance Computation

Allowances published in a COSAL are computed using ship tailored configuration data and processed through a Chief of Naval Operations (CNO) approved computational math model. The COSAL development process uses WSF/CDMD-OA data, APL (Component Characteristic File [CCF]) data from WSF Level "C," and National Item Identification Number (NIIN) data from the Management Information File (MIF) to compute authorized OBRP allowances. Regardless of which math model is used~~,~~ WSF Level “C” and MIF data tailored to a ship’s equipment/system configuration in the WSF/CDMD-OA. Supporting APL/AEL, installed population data is extracted to compute an allowance of spares, MAMs, special tools, equipage, and consumables. The accuracy of a COSAL depends on the accuracy and completeness of the files from which it is computed. The range and depth of items allowed are based on the rules and parameters of the computational math model used. The PS~~F~~ FLSIP.5 Plus Model is the current Navy standard and is discussed in Appendix A.

Note: Need to identify that AEL items are not computed but are taken from the quantity in the AEL column number identified to the associated ship in CDMD-OA.

Note: The WSF Level A is updated by CDMD-OA and is a partial (not)as extensive or robust) replication of ships, system and equipment configuration. While the supporting RIC or APL is identified to each ships’ configuration record, the actual replacement parts, maintenance and item management data on each system or equipment is in WSF Level C and the MIF: all tieed together by the RIC/APL number.

6.3.3 Allowance Maintenance

COSAL support is dynamic and requires constant update/maintenance to keep pace with system and equipment configuration changes over a ship’s life cycle. In addition to COSAL maintenance triggered by alteration and modification of systems and equipment, allowances and management information updates are provided for changes to supporting documents (e.g., APLs, PALs, and AELs)including spare part adds, NSN supersession, price etc. These continuous updates to OMMS-NG/R-Supply databases are collectively known as ASI data. Distribution of the ASI data is accomplished through the Revised Alternative Dataflow (RAD) process. See the Ship Configuration and Logistics Support Information System and the Allowance Process Chapter for a description of the RAD process. For manual ships, maintenance is provided by COSAL In Access (CIA) on a quarterly basis. Note: Was this explained elsewhere?

6.4 POLICY

The policy delineated below shall be followed in the development and maintenance of allowances.

6.4.1 Allowance Policy

Each U.S. Navy ship, craft, or boat shall have an accurate and complete allowance that defines the materials and spares required for operation and maintenance. These allowances shall be developed and maintained in a current state as described in the following subparagraphs and the appropriate Appendix. COSAL data and data systems shall be automated to the extent possible.

**6.4.1.1 Ships Allowance**

Each ship shall have a COSAL developed while it is undergoing construction and the COSAL/R-Supply data must be on board before the ship is delivered to the Fleet. The COSAL/R-Supplyshall be maintained in a current state throughout the life cycle of the ship. A ship's COSAL shall define the spares and materials required to make a ship self-sufficient for a sustained period of time. Procedures for the preparation and maintenance of a COSAL are contained in Appendix A.

**6.4.1.2 Boats and Craft**

Per OPNAVINST 4780.6 (CURRENT VERSION), each boat or craft shall be supported in CDMD-OA. The following policy shall apply for boat APLs:

1. Each boat or craft shall have a Boat APL developed for each boat Hull Registry Number (HRN), that defines, at minimum, those items and equipage required for the safety and operation of the boat.
2. Each system or equipment installed in a boat assigned to a ship shall have an APL that defines supply support for that system or equipment.
3. A boat or craft shall have an AEL developed that defines equipage required for the safety and operation of the boat.
4. Spares required to support systems and equipment installed in a boat assigned to a ship shall be included in a ship's COSAL.
5. Spares to support a boat assigned to a Boat Pool shall be included in a COSAL for the Boat Pool.
6. When circumstances dictate that a boat or craft will operate independently, a separate boat COSAL may be developed for the boat or craft.
7. Boats operating as a squadron or group shall be supported through a COSAL developed for the activity to which the boat or craft is assigned.
8. Boats assigned to shore stations or activities shall be supported through a COSAL developed for the activity to which the boat or craft is assigned.

6.4.2 Allowance Parts List Policy

Each system or equipment installed in a ship shall have an APL prepared that lists all maintenance significant parts embedded in the end item.

6.4.3 Preliminary Allowance Lists Policy

A PAL shall be developed for each system or equipment that will not have an APL developed by its installation date. A PAL may also be required to provide supply support for alterations to existing systems or equipment.

6.4.4 Configuration Data

Configuration change planning and status accounting ~~The~~ databases (e.g., NDE-NM, CDMD-OA, WSF) will reflect the most current information from the time they are initialized until a ship is removed from the Navy record. Configuration changes shall be recorded in a ship’s configuration records as soon as they ~~changes~~ are ~~made~~ known (e.g. planned), but no later than the date of actual installation. These configuration changes may be caused by: installation of new or additional systems or equipment, removal of systems or equipment or by making an alteration to an existing system or equipment. The processes for reporting configuration changes is contained in Technical Specification 9090-700 (Series).

6.4.5 Ships in Construction

For ships in new construction, COSALs are produced incrementally as system and equipment provisioning is processed and configuration identification is finalized. Incremental COSALs consist of COSAL indexes and an Incremental Stock Number Sequence List (ISNSL). Incremental COSALs are developed by NAVICP-M based on a schedule established by the SPM. Although this will vary by ship type and program, the norm is to schedule four incremental COSALs for lead hulls and three for follow-on ships. ~~Some~~ Ship types,that will vary, are ~~such as~~ carriers and submarines, establish a schedule that varies from the norm. Note: Not sure I understand what they’re trying to say with the last sentence. The configuration baseline for incremental COSALs is recorded and maintained in CDMD-OA. Funding of spares required to fill incremental allowances will be as follows:

**6.4.5.1 Contractor Furnished Equipment**

Allowances for Contractor Furnished Equipment (CFE) (i.e., spares, equipage and MAMs required to support systems and equipment acquired and installed by the shipbuilder) shall be purchased and provided by the shipbuilding contractor. The shipbuilder shall purchase and provide only those OBRPs (spares), equipage and MAMs listed in the ship's COSAL as defined in each COSAL increment or emergent allowance document not meeting the cut-off for the COSAL.

**6.4.5.2 Government Furnished Equipment**

Allowances for Government Furnished Equipment (GFE) (i.e., spares, equipage, and MAMs required to support systems and equipment acquired by the Government and installed by the shipbuilding contractor) shall be funded through the Shipbuilding and Conversion, Navy (SCN) outfitting allotment. The NSA monitoring a ship's construction is responsible for requisitioning the material designated as Government Furnished (GF). Normally this material is ordered by the NSA and shipped to the shipbuilder for integration into the ship's storeroom mock-up.

Note: Although the NSA orders most of the SRI/OSI/GUCL etc. there are many items identified as GF that are not ordered by the NSA. IE., Push/Pull equipment and material.

**6.4.5.3 Equipage and Consumables**

Allowances of GF equipage and consumables shall be funded by the SCN outfitting allotment. Equipage and consumables designated as Contractor Furnished (CF) are acquired and funded by the shipbuilder.

6.4.6 Initial Coordinated Shipboard Allowance Lists

The first complete COSAL, commonly referred to as the Load COSAL, shall be extracted as scheduled by the NSA and the SPM. The load COSAL is normally extracted approximately eight months prior to the End of Construction (EOC) concurrent with the final incremental. SPMs for various ship types establish a schedule compatible with their requirements. Initial GF spares, GF equipage, GF equipage, and GF consumables are funded by the SCN outfitting allotment. The SCN outfitting allotment provides initial GF supply support until the ship reaches the SCN Obligation Work Limiting Date (OWLD), usually EOC plus 11 months. All subsequent allowance material is funded by the Active Fleet Outfitting Account using the Other Procurement, Navy (OPN) appropriation.

6.4.7 Organizational Maintenance Management System – Next Generation (OMMS-NG) Program

OMMS-NG shall be initialized, concurrent with the development and processing of the Load COSAL for a ship under construction. This usually occurs at EOC-8 months.

6.4.8 Coordinated Shipboard Allowance List Maintenance

Maintenance to COSAL records is dynamic with changes recorded as they occur. COSAL maintenance is driven by changes to system and equipment configuration and APL updates that result in the need for new and additional spares and MAMs.

 **6.4.8.1 Coordinated Shipboard Allowance List Change Data**

COSAL change data is tailored to a ship and only addresses those changes that affect the ship receiving the data. It includes adds and deletes to the system and equipment configuration files and identiies any new (adds) spares required to maintain the added system and equipment. This information is sent to the ship via the ASI process and is loaded to OMMS-NG/R-Supply. Allowance adds not satisfied with existing on-hand/on-order assets result in the submission of outfitting requisitions generated by the R-Supply Reorder Review process.Manual ships should prepare manual requisitions for any added spares. The requisitions for added spares are to be forwarded to the Technical Operating Budget (TOB) holder for processing. Spares that no longer have application to the ship are identified in R-Supply as on-board excess (AT6) eligible for offload, at the next available opportunity. Often this does not occur until the ship goes through its next availability.

Note: Ships’ allowance adds/increases shall be funded by one of the NAVSEA Outfitting Accounts. The SCN allotment will be used prior to the OWLD with OPN funds applied thereafter. However, MAMs are not funded by either account and OSI is not funded by OPN.

**6.4.8.2 Coordinated Shipboard Allowance List Updating
Periodicity**

The primary update of ships COSAL is ASI which is produced weekly for OMMS\_NG (configuration) and APL updates)and monthly for R-Supply (Allowances and management data updates). For non automated ships, updating a ship’s COSAL is done quarterly via CIA.

**6.4.8.3 New Coordinated Shipboard Allowance Lists**

Traditionally ships would receive new COSAL’s periodically throughout its life cycle, usually incident to an ILO/ILR Availability and based on a variety of factors, including configuration change, accuracy of configuration, and supply effectiveness. However , the advent of the COSAL Decision Process (CDP) and the Continuous ILS Targeted Allowance Technique has significantly changed the Re-COSALing process. Today a ship will be selected for Re-COSALing by the Allowance Control Panel(ACP) which is headed by the TYCOMs and is based on a set of COSAL Scheduling Metrics (CSM). The latter includes many of the same type of factors previously cited (degree of configuration change, effectiveness, CASREP submissions, etc) to identify ship candidates. With few exceptions, the ACP/TYCOMs’ final decision results in a CIL TAT which constitutes an extensive but constrained update to a ship’s existing COSAL vice a total replacement. This maintenance update is distributed as a special ASI. While it can be performed during a ship’s operating cycle, it is normally performed during an availability when shore support can assist shipboard processing and coordinating inventory adjustments.

**6.4.8.4 NSA/Integrated Logistics Overhaul (ILO)and Planned Maintenance Review (PMR)**

ILO’s or an abbreviated version known as Integrated Logistics Review (ILR), are no longer performed routinely during ship availabilities. Note: ILR/PMR is still performed on a regular basis. An ILO type function is being performed during long availabilities/overhauls or major modernization periods. The depth of repair part review is lower. However they continue to be performed for most submarines and on an exception basis for surgace fleet ships. In addition to configuration, tech manual and PMS analysis, a ship's COSAL is updated and its inventory of OBRPs and MAMs adjusted accordingly during an ILO. As discussed in the previous section new COSALs are no longer produced for ships undergoing ILO and COSAL update/maintenance is performed using routine ASI or, IF scheduled via the CDP, a CILS TAT ASI. Increases in the OBRP allowances are funded by the NAVSEA outfitting allotment. For most active Fleet ships, the allowance changes will be funded by the OPN appropriation. If the availability being supported by the NSA/ILO is being funded out of the SCN appropriation, then allowance changes will also be funded by the SCN appropriation. For short availabilities, a Planned Maintenace Review (PMR) is conducted. Similar to an ILO, PMRs include configuration , tech manuals , PMS and COSAL (Repair Parts)analysis and update. However, it is preformed on specific equipment/systems based on TYCOM sponsored ship/fleet assessments like Top Management Attention/Top Management Issues (TMA/TMI)which identify problem systems in need of logistic support oversight and enhancement. In addition to the latter, PMRs include X-MAM implementations and processing of CILS TAT ASIs (as scheduled).

6.5 RESPONSIBILITIES

Each activity performs the functions assigned to them and provides the necessary data and documents required to develop and maintain a ship's COSAL for each ship's life cycle.

6.5.1 Naval Sea Systems Command (NAVSEA) 04 Shall:

1. Provide policy and guidance to ensure that each ship has an accurate and complete COSAL when it is delivered to the Fleet and that each ship's COSAL is accurately maintained for the life cycle of the ship.
2. Budget for and fund initial supply support to ensure that each ship achieves a satisfactory level of supply readiness for each system or equipment installed in a ship and for the ship as a whole. These funding responsibilities start while the ship is under construction and continue throughout the ship's life cycle.
3. Administer the allowance preparation effort of NAVSEA activities to ensure strict compliance with the provisions of this manual. Providing guidance and direction to activities and commands involved in the development and maintenance of a COSAL.

d.Coordinate with other systems commands to ensure that activities under their command and control adhere to the requirements of this manual.

e.Maintain interface with ships, Fleet Commands, other System Commands, In Service Engineering Agents (ISEAs), Technical Support Activities (TSAs), Program Support Inventory Control Points (PSICPs), NSAs, CDMs, and other activities as necessary to ensure that ships receive state-of-the-art COSALs.

f.Establish and maintain Logistics Centers Of Excellence (LCOE) that are responsible for maintaining procedures, accurate data systems, and databases.

6.5.2 Ship Program Manager (SPM) shall:

a. Ensure that the requirement for logistics data is included in contracts for ship construction, conversion, overhauls and availabilities, as well as contracts for systems and equipment that will be installed in U.S. Navy ships. . These data requirements shall include Provisioning Technical Documentation (PTD), configuration data, supplemental data (i.e., drawings, specifications, sketches, etc.,) as necessary to develop an APL, AEL, or PAL to be used in developing a complete and accurate COSAL.

b. Ensure that each ship under their cognizance has a complete and accurate COSAL. Include the requirements for the contractor to develop and provide configuration and provisioning data in ship construction contracts, ship conversion contracts, ship maintenance/modernization contracts.

c. Ensure that activities responsible for COSAL development and maintenance use the guidance provided in this manual.

d. Provide guidance to NSAs responsible for ships undergoing construction, conversion, overhauls, and availabilities to obtain and provide data required for the development of a ship’s COSAL.

e. Provide direction to Participating Acquistion Resource Managers (PARMs) in obtaining and providing the data required to provision and develop APLs, PALs, and AELs for GFE.

f. In coordination with NAVSEA 04L, provide direction to CDMs with respect to the maintenance and accuracy of SCLSIS data

necessary to support COSAL update.

g. Schedule COSAL and incremental COSAL extraction dates to coincide with each New Construction/Conversion ship's schedule.

h. Monitor PARMS, shipbuilders, ship overhaul and repair contractors, NSAs, CDMs, and ship maintenance activities to ensure that configuration and provisioning data is submitted in a timely manner.

6.5.3 Participating Manager (PARM) shall:

1. Use the policies, procedures, and responsibilities defined in this manual to provide data required to prepare and maintain a ship's COSAL.
2. Include configuration and provisioning data requirements in each contract for systems and equipment so that an accurate and complete APL can be developed for each system or equipment acquired. (See Chapter 4 for provisioning requirements.)
3. Assign a TSA to be responsible for provisioning a system or equipment and to provide supply and technical coding for each part embedded in systems or equipment being acquired. This requirement also applies to alterations to existing systems and equipment.
4. Interface with NAVICP-M to ensure that an APL or PAL is developed as appropriate or an Advance RIC is assigned.
5. Require ISEAs and TSAs to develop data for equipment related AELs.

6.5.4 Naval Supervising Activity (NSA) shall:

1. Ensure that shipbuilders, ship overhaul and repair contractors, and Naval Shipyards provide provisioning data in a timely fashion so that CF systems and equipment installed in a U.S. Navy ship are supported with either an APL or a PAL prior to joining or rejoining the Fleet. When this is not possible, an Advance RIC will be used.

b.Ensure that shipbuilders and ship repair contractors provide an initial allowance of OBRPs for CFE installed. (Note: need to validate on overhaul/maintenance.)

1. Ensure that configuration data is entered into CDMD-OA for systems and equipment that are installed while a ship is undergoing construction.
2. Monitor the CSA file for each ship under construction using CDMD-OA. CDMD-OA provides configuration, logistics and installation data for both CFE and GFE.
3. Prepare AELs for selected GF components while ships are under construction. The NSA is responsible for identifying the proper AEL to be used in developing a ship's COSAL. The NSA is responsible for ship and personnel oriented AELs. ISEAs and PARMs are responsible for developing AELs for combat systems, mission related systems and equipment and other GFE provided to the shipbuilder for installation. The NSA is responsible for identifying these AELs and ensuring the ship is a registered user of the AEL in CDMD-OA.
4. Assume responsibility for COSAL completeness and accuracy.
5. Take expeditious action to correct all COSAL discrepancies. Scheduling ISNSLs for ships under construction.
6. Validate the configuration of systems and equipment being installed in a ship.
7. Monitor the actions of the shipbuilding or ship repair contractors to ensure that the installation and logistics data being provided is correct and accurate.
8. Assist in the transition of the CDMD-OA file into the CDMD-OA database so that the database reflects the correct configuration baseline is recorded.
9. Report completed configuration additions and deletions to the CDM for ships in conversion, overhauls and availabilities.
10. Participate in Configuration Quality Reviews (CQRs) as directed by the SPM.
11. Ensure that a new ship's initial allowances of OBRPs are filled and on board a ship prior to the ship departing the builder’s yard.
12. Process Incremental COSALs and the initial load COSAL to ensure that initial allowances of OBRPs, OSI, MAMs and Consumables are on board when a new ship joins the Fleet.

p. Act as field monitoring and reporting representative of NAVSUP to ensure that only HAZMAT approved and authorized by the SHML, Class/Type SHML (T-SHML), or the SMCL, as applicable, is procured and loaded onboard new construction ships. Hazardous Material (HAZMAT). Hull unique consumable HAZMAT AELs, which establish the range and depth of HAZMAT for a particular ship, are now being developed to facilitate this effort. Additionally, ensure that inventory of HAZMAT is managed in accordance with established directions and local procedures. Particular emphasis should be placed on HAZMAT inventory reduction and quality of material.

q. Fleet Industrial Supply Center (FISC)

FISC activities assist ships in the validation and updating of the ships COSAL and verifying that a ship’s allowance of OBRPs are consistent with its updated configuration data. FISC Shall:

1. Review, analyze and correct a ship’s existing configuration records to ensure that COSAL database is complete and accurate.
2. Identify and acquire TM and PMS documentation deficient for existing equipment.

c. Follow established procedures as directed by the Fleet commands.

6.5.5 Technical Support Activity (TSA) shall:

The TSA roles and responsibilities are defined in the Provisioning Chapter of this manual. TSA shall be responsible to:

1. Receive and review PTD and assign technical codes as required to complete the provisioning process in order to develop an APL, AEL, or PAL. (See the Provisioning Chapter for full discussion of provisioning.)
2. Provide interim provisioning data sufficient for developing a PAL when an APL will not be available by the installation date of a system or equipment.
3. Provide configuration data to the CDM for all systems or equipment under their cognizance.
4. Determine the need for a system or equipment related AEL by reviewing system and equipment plans, drawings, specifica-tions, and manufacturer's technical manuals. Accurately identify input and requirements to NAVSEALOGCEN or NAVICP-M when it is determined that a system or equipment AEL is required. Provide recommended changes to AELs whenever a system or equipment receives an alteration or design change.
5. Review APLs, PALs, and AELs to ensure they are valid and that they provide the spares, MAMs OSI, equipage, and consumables required to operate and maintain the system or equipment they support.
6. Participate in CQRs.

6.5.6 Configuration Data Manager (CDM)

The CDM is ~~are~~ responsible for providing configuration data as set forth in the SCLSIS Technical Specification 9090.700 (Series)and Ship Configuration and Logistics Support Information System and the Allowance Process Chapter. By maintaining the CDMD-OA configuration database in a current and accurate state, the CDM is a vital link in allowance preparation. The CDM shall:

1. Promptly update CDMD-OA database to reflect equipment and system installations, removals and modifications. alternations including supporting logistics date for the life cycle of each ship assigned.
2. Chair COSAL Quality Reviews (CQRs) as directed by the SPM.

6.5.7 Naval Supply Systems Command (NAVSUP)

NAVSUP shall ensure that all activities under its command adhere to the policies and procedures set forth in this manual. NAVSUP shall ~~be~~:

1. Interface with NAVSEA to develop allowance preparation and maintenance policies and procedures.
2. Administer the COSAL production effort performed by NAVICP-M and other NAVSUP field activities to ensure strict compliance with the policies and procedures set forth in this manual.
3. Coordinate the FOSAT and the NAVICP-M Platform Managers responsibilities for New Construction Ships.
4. Collaborate with NAVSEA in the issuance of revisions to this manual.

6.5.8 Space and Naval Warfare Systems Command (SPAWAR)

SPAWAR will issue directives to subordinate commands as required to coordinate compliance with the policy and procedures put forth by PEO C4I and this manual for systems and equipment to be installed in Navy ships. SPAWAR shall be responsible to:

a. Provide direct support services to the PEO C4I programs in the areas of system support and maintenance planning, configuration management, Integrated Logistics Support (ILS) and training.

b. Review, track and maintain configuration and logistics records for each system under their cognizance installed and/or modified on a ship ensuring the CDMD-OA database accurately reflects the PEO C4I configuration baseline.

6.5.9 Naval Inventory Control Point – Mechanicsburg (NAVICP-M)

NAVICP-M performs as the Supply Support Logistics Element Manager (SSLEM) for NAVSEA managed systems and equipment and produces ship COSALs. NAVICP-M shall be responsible to:

1. Operate and maintain the Navy’s central repository of system and equipment. APLs, AELs, and PALs, including associated component characteristics, maintenance worthy parts and technical data, required to support ship/shore installations. The WSF shall house the data needed to extract individual APLs, AELs, or PALs and/or an entire COSAL and follow-on updates(e.g. ASI).
2. Process PTD as delineated in the Provisioning Chapter.

c. Maintain and apply the various COSAL math models required to compute allowances and products such as incremental and Load COSALs, R-Supply SRF Initialization and ASI transactions.

d. Extract Incremental COSALs for ships undergoing construction as scheduled by the SPM.

f. Extract the initial load COSAL for ships undergoing construction when requested by the SPM.

g. Update/Maintain WSF with CDMD-OA generated transactions and extract an updated COSAL, when scheduled by the Fleet and the SPM.

h. Produce CIL TAT ASIs for ships scheduled through the CDP – CSM/ACP process.

i. Interface with SPMs, PARMs, CDMs, TSAs, NSAs and other activities as necessary to ensure that the allowance preparation data files are maintained in a current and accurate state so that each responsible activity can complete their role.

j. Participate in the preparation and publishing of AELs.

k. Provide monthly maintenance for: configuration changes, APL/AEL pen and ink updates, new/revised APLs/AELs, APL/AEL supersessions, and cross reference data to automated and manual ships via ~~SNAP~~ ASI and/or CIA respectively.

l.Maintain APLs and AELs for NAVICP-Philadelphia managed and supported equipment in WSF Lvl C to facilitate COSAL and OMMS NG/R-Supply and follow-on maintenance production. Note: This replaces and elimintates need for Area of Interest (AOI) input from ICP-P.

m. Ensure that configuration and provisioning data requirements are included in NAVICP hardware acquisition contracts.

n. Maintain the COSAL Use and Maintenance Manual.

o. Maintain the Centralized Allowance Product Scheduler and Allowance Computation History files.

6.5.10 Naval Sea Logistics Center (NAVSEALOGCEN)

The Naval Sea Logistics Center (NAVSEALOGCEN) has been assigned as a LCOE. In this role, NAVSEALOGCEN shall:

1. Interface with activities responsible for allowance discrepancies to provide assistance in correcting discrepancies prior to the COSAL extract date.
2. Review the ship’s configuration to ensure that each APL is complete and provides the needed spares to maintain the system or equipment it is to support (i.e., that APLs are not bald).
3. Ensure that there is a complete and accurate AEL available to provide all levels of equipage when and where required.
4. Maintain the Automated COSAL Improvement Program (ACIP) to identify, review,and track changes to APLs and the resulting update to ship COSALs. Note ACIP replaces the Fleet COSAL Feedback Reports (FCFBRs)except for qualitative changes to APL technical data (e.g. SM&R codes). (See the Allowance Update and Maintenance Chapter for allowance change process.)
5. Act as the Navy's RBS implementation agent.
6. As the Planned Maintenance System (PMS) Coordinating Activity approved and issue PMS documentation.

6.5.11 In Service Engineering Agent (ISEA)

ISEA is the agent of the Program Manager (PM). As the agent of the PM, the ISEA shall:

1. Provision new systems and/or equipment as tasked by the PM (specifics contained in Chapter 4).
2. Provide configuration input to CDM (life cycle) and designated NSA (new construction), Note: (specifics contained in the Ship Configuration and Logistics Support Information System and the Allowance Process Chapter).

6.5.12 Ships

Ships shall be responsible for maintaining their COSALs as follows:

1. Update and maintain current COSAL records based on an ASI and/or the quarterly CIA products. Submarines Only: Ensure COMSUBLANT/COMSUBPAC ASI waterfront representative or NSA/ILO (if in an ILO) updates COSAL records on a monthly basis using the ASI process.
2. Prepare FCFBRs to report qualitative technical coding ~~any~~ discrepancies in the COSAL and Allowance Change Requests (ACRs) to request changes to allowances. (FCFBRs and ACRs are addressed fully in the Allowance Update and Maintenance Chapter).
3. Submit configuration changes through the OMMS-NG system, including installed, removed and/or modified systems or equipment, as well as system and equipment alterations.

Order spares, MAMs, equipage, and consumables as required to fill and maintain the ship's allowance. Initial outfitting of spares, MAMs, equipage, or consumables, including those added to the ship’s authorized allowance by the monthly updates are funded by the NAVSEA OPN-8 allotment.