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IN REPLY REFER TO:

NAVICPINST 4441.15K

081/AMW

24 NOV 2008

NAVICP INSTRUCTION 4441.15K

From: Commander

Subj: **RETAIL LEVEL INVENTORY FOR SHIPS USING THE AVIATION
CONSOLIDATED ALLOWANCE LIST (AVCAL) PROCESS**

Ref: (a) NAVICPINST 4441.1C
(b) NAVICPINST 4441.170B
(c) NAVICPINST 4790.4A
(d) NAVICPINST 4441.22F
(e) NAVICPINST 4400.18D
(f) NAVAIR 00-35QH-2
(g) Weapon Replaceable Assemblies (ARROWS) User's
Manual UM-PD64
(h) OPNAVINST 4441.12C
(i) OPNAVINST 4400.9C

Encl: (1) Fixed Allowance Levels for Repairables
(2) Preliminary AVCAL Review Aids
(3) Allowance Change Request - Procedures and Format
(4) BMF Formats for RAMAT

1. **Purpose**

a. To publish procedures for computing retail aviation repairable and consumable allowance level inventories in support of CV/CVN/LHA/LHD ships. Specific Marine Aviation Logistic Support Program (MALSP) policy is addressed in ref (a).

b. To publish procedures on Naval Inventory Control Point-Philadelphia (NAVICP-P) preparation and distribution of the AVCAL, including authorized retail allowance levels and necessary technical review aids.

2. **Directive Cancellation.** NAVICPINST 4441.15J

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3. **Scope**. This instruction applies to: Commander, Naval Air Forces (COMNAVAIRFOR), Commander Space and Naval Warfare Systems Commands (SPAWAR), Naval Inventory Control Point, Mechanicsburg, PA (NAVICP-M), Aircraft Carrier (CV), Aircraft Carrier, Nuclear (CVN), Landing Helicopter Assault (LHA), and Landing Helicopter Dock (LHD).

4. **Exclusions**

a. **General Purpose Electronic Test Equipment (GPETE)**. GPETE is electronic test equipment which is determined by the Naval Material Command Electronic Test Equipment Classification Board and listed in MIL-STD-1364 (N), Standard General Purpose Electronic Test Equipment. This equipment has the capability, without modification, to generate, modify, or measure a range of electronic functional parameters required to test two or more equipments or systems of a basically different design.

Retail GPETE support is performed at NAVICP-M. NAVICP-M will identify GPETE submitted by the ship for piece part support to existing Allowance Parts Lists, and prepare a Coordinated Shipboard Allowance List (COSAL) Supplement with supply aids for the ship, per reference (b).

b. **Maintenance Assist Module (MAM) Requirements**. Maintenance Assist Modules, which are used for purposes of fault isolation and testing, are not considered as allowance spares. They will not be included in the AVCAL quantity in the preliminary and final spreadsheets. However, MAMs will be considered as requirement additives and will be uniquely identified in Part 8 of the applicable Allowance Requirement Register (ARR).

Tailored listings of MAMS by weapon system and associated supply support policies will be provided by NAVICP to the affected site/TYCOM under separate cover at the time of re-AVCAL in conjunction with the delivery of preliminary products. New MAMS requirements will be identified and reconciled at the time of re-AVCAL and requisitioned after reconciliation against installed Support Equipment (SE), per reference (c).

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c. Test Bench Installation (TBI) Requirements. TBIs are identical to those black boxes installed in the aircraft for which the bench is designed to test and check. The Support Equipment Recommendation Data (SERD) worksheet submitted to NAVICP from the Naval Air Warfare Center (NAWC) is the document that identifies authorized TBIs. TBIs will not be included in the AVCAL quantity in the preliminary and final spreadsheets.

However, TBIs will be considered as requirement additives and will be uniquely identified in Part 4 of the applicable Allowance Requirement Register (ARR). Policy and procedures for TBIs are set forth in reference (d). TBI requirements are based on the ship's tailored Aircraft Equipment Configuration List (AECL). Validated listings will be provided to the applicable ship/TYCOM in conjunction with the delivery of preliminary products. Utilizing the listings forwarded, new TBI requirements will be reconciled and requisitioned as required.

d. Interim Supply Support (ISS) Requirements. ISS requirements consist of support for new or modified weapon systems and support equipments provided by NAVICP from Initial Operational Capability (IOC) date to Material Support Date (MSD). Policy and procedures for ISS repair parts and spares requirements are set forth in reference (e).

e. The following cognizance symbol coded items are not included in the AVCAL as NAVICP allowance items: 4Z (except drop tanks), 6R, 2V, 2W, and 8N. Aircraft pylon spares will be allowed at a quantity of 10 percent of the total aircraft base load requirements.

f. Aviation Life Support Systems (ALSS). ALSS material will not be allowed by NAVICP through the AVCAL process. The NAVAIR 00-35QH-2, reference (e), provides sparing computations/authorizations for "O" and "I" level ALSS material.

5. **Definitions.** For purposes of this instruction, the following definitions apply:

a. Beyond Capability of Maintenance (BCM). An action taken by Intermediate Maintenance Activities when repair is not authorized at that level or the ship is not capable of doing the repair.

b. Allowance Requirements Register (ARR). ARRs are a coding system in the Weapon System File (WSF) that contain potential range and depth of aviation material to support Organizational and Intermediate maintenance requirements.

c. Operational Support Inventory (OSI). A retail stock level comprised of a "fixed allowance" for depot level repairables and field level repairables, as well as a "fixed" operating level of stock for expense items (consumables). The OSI is that quantity of prepositioned material required to support the planned aircraft program and the maintenance mission assigned to a given platform.

d. Demand Delay Interval (DDI)/Protect Criteria. The purpose of DDI/protection is to support on station aircraft with system rates when activity rates are insufficient to generate a requirement (i.e. newly transitioned systems). Protect criteria applies to:

(1) Aircraft/Systems on station less than 12 months

(2) Aircraft/Systems in operation less than 18 months since Material Support Date

(3) Approved Allowance Change Requests (ACRs)

e. Aviation Consolidated Allowance List (AVCAL). A consolidated listing of Aviation Depot Level Repairables (AVDLRs) and Field Level Repairables (FLRs) fixed allowances required for afloat/deployable activities to perform aviation organizational and intermediate level maintenance in support of assigned aircraft.

f. Operational Availability (OA). OA is the probability that a weapon system or individual equipment will be ready to perform satisfactorily in an operating environment when called for at a random point in time. OA depends on reliability as measured by Mean Time Between Failure (MTBF); maintainability (i.e., Mean Time To Repair (MTTR)); supportability, as measured by Mean Logistic Delay Time (MLDT); and operating time (e.g., flight hours).

g. Readiness Based Sparing (RBS). RBS was mandated by the Chief of Naval Operations (CNO) as the preferred aviation sparing methodology for repairable spare parts in 1985 (see reference g). RBS computes optimum spares allowances that are designed to meet a sustained readiness threshold for the aggregate system that is being supported.

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RBS is designed to achieve CNAF designated Deployed Full Mission Capable (FMC) readiness goals by Type/Model/Series (T/M/S) for an individual carrier or L-Class ship. It does so by calculating the least cost mix of repairable and consumable items necessary to achieve the T/M/S readiness goals. It was first implemented aboard a carrier in 1993 and it was found that readiness levels were maintained despite significantly reducing the spare parts requirement. RBS does not set wholesale inventory levels.

h. Maintenance Replacement Factor (MRF). MRF is derived by number of failures per 100 flying hours that are sent to Depot level repair/BCM'd within a 24 month period.

i. Rotatable Pool Factor (RPF). RPF is derived by the number of failures per 100 flying hours that are repaired at the site or Intermediate level of repair within a 24 month period.

j. Maintenance Cycles. Maintenance Cycles are derived by totaling the number of authorized wartime flying hours for 90 days of all aircraft assigned to an activity and dividing by 100.

k. Supplemental Aviation Spares Support (SASS). The term SASS, commonly referred to as a pack-up kit, refers to AVDLR items required to support detached aircraft operations. Authorized SASS requirements are considered additive to an operating site's fixed allowances.

l. Weapon System Planning Document (WSPD). The WSPD is a policy and planning document produced by NAVAIR to provide guidance necessary for the acquisition and logistics support of naval aircraft. It displays the number of aircraft at each site, levels of maintenance capability, SASS (Pack-Up) requirements, CV schedules, rotational aircraft assignments and approved flying hours. For the purpose of this instruction any reference to the WSPD also includes the Aircraft Program Data File or NAVAIR Base load Document.

m. Consumer Level Inventory. Inventory, regardless of funding source, held below the Wholesale Level. It usually consists of a limited range and depth and is held by Operating sites for the sole purpose of internal consumption or use.

n. Fixed Allowance. An authorized stock level for items regarded as the maximum level of inventory to be maintained (see Enclosure 1).

6. Background

a. Objective. Provide repairable and consumable retail level inventory requirements, commonly referred to as AVCAL, in support of assigned aviation units. The AVCAL is intended to provide material necessary to meet deployed FMC goals.

b. Review Cycle. Ships will be reviewed in accordance with schedules developed jointly by the Type Commanders (TYCOMs) and NAVICP via the Naval Aviation Enterprise Retail Policy Group (NAERPG). Reference (h) applies. AVCAL Supplementals (SPLINTERS) will be provided to support aircraft/system growth/base load changes. SPLINTERS will be coordinated between the applicable site, CNAF and NAVICP. Additionally, AVCAL performance review/groom shall be initiated by NAVICP after COM2X and at eight weeks into the deployment to address potential range and depth increases based on actual performance.

c. Support Scenario. Number and type of aircraft to be supported during the AVCAL process will include all aircraft scheduled for deployment onboard the ship.

7. Source Documents

a. The AVCAL process begins with the creation of deployment schedules and configuration planning. Upon notification that a ship is scheduled for deployment, an Outfitting Directive is published by the cognizant TYCOM. This directive contains information relative to the planned material requirements and configuration of aircraft to be embarked for deployment. The AECL is verified for completeness and accuracy and becomes the foundation of the Outfitting Directive. It is then issued by the TYCOM to the ship and NAVICP.

The Outfitting Directive will specify aircraft and engine models with numbers of each model to be supported. Upon receipt of the Outfitting Directive, NAVICP Code 013 (Material Budget) will verify aircraft deck load and flying hours with the Weapons Systems Planning Document (WSPD) and the Aircraft Program Data File (APDF). NAVICP Code 081 will reconcile changes to the Outfitting Directive with the TYCOM as necessary.

To ensure adequate piece part support for end items of Support Equipment (SE), NAVICP will review the Individual Material Readiness List (IMRL). Piece part support of SE is based on a ship's installed number of individual AIMD benches, as identified in the Support Equipment Resources Management Information System (SERMIS) database.

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Changes in range or depth of the number of individual AIMD benches on hand, after final AVCAL products have been delivered, should be forwarded to the TYCOM for review, concurrence, and forwarding to NAVICP.

TYCOMs will supply Aviation Ordnance equipment identification to NAVICP-M for AVORD development no later than 240 days before the AVCAL Quality Review Conference (AQRC).

8. Consumer Level Inventory Requirements Determination

a. Community Approach

(1) Consumables. Consumable requirements determination for airborne and support equipment systems are based on failure rates derived from reported afloat AV-3M demands and flying hours/maintenance cycles. Consumable allowances are developed based on the specific deck load aircraft and support equipment configurations.

(2) Repairables. Non "O"-level removable community failure rates for CV/CVN/LHA/LHD repairables are determined using eight quarters of community AV-3M data from deployed ships (enclosure (1) applies). In this manner, the usage data of all deployed ships is considered rather than that of a single ship. Community failure rates are utilized in the AVCAL RBS computation.

"O"-level removable fixed allowances for CV/CVN/LHA/LHD depot level repairables are determined utilizing the Readiness Based Sparing (RBS) methodology as approved per reference (i). Eight quarters of community AV-3M data from deployed ships are used as the basis to determine MRF/RPF rates to be applied in the RBS model. The usage data of all deployed ships are considered rather than that of a single ship. Changes to the MRF/RPF rates applied in the RBS model drive changes in the recommended allowance quantities which are addressed at the Allowance Quality Review Conference (AQRC).

b. Preliminary Requirement. To assist Fleet activities and TYCOMs in preparing for the AQRC, NAVICP will forward preliminary AVCAL review aids per enclosure (2) to the ship and cognizant TYCOM 49 days before the scheduled conference date.

c. Pre-AVCAL Quality Review Conference (PAQRC). TYCOM will convene a PAQRC for the purpose of validating allowance requirements. This conference will be used as a control measure and customer validation of preliminary products prior to the AQRC.

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d. AVCAL Quality Review Conference (AQRC). NAVICP will convene a conference for the purpose of validating ship allowance requirements. BCMs, repairs, and TAT, as recorded in the AV-3M data, are the main elements in repairable item validation.

NAVICP (code 0811) will adjust preliminary requirement levels, as required, to reflect the validated allowances. Authorized changes to range and depth will be incorporated into final AVCAL products.

e. Allowance Change Request-Fixed (ACR-F). The ACR-F is the vehicle for a ship to recommend a revision to authorized Fixed Allowance levels. ACR-Fs are to be submitted when the current allowance quantity does not appear to be enough to support the ship's present and continuing maintenance mission.

ACR-Fs are not to be submitted 90 days before or after an AQRC. ACR-Fs for allowance decreases are also encouraged. The ACR-F is typically submitted to NAVICP by the ship via Naval Message or via the NAVICP web site for ACR submittal (https://navsup.navy.mil/navsup/ourteam/navicp/standard_acr.) Negative responses by NAVICP are required. NAVICP will process ACRs within 15 business days from receipt or provide an interim message. The ACR-F format is contained in enclosure (3).

ACR reviews will be based on mathematical computations based on usage data (available on NKO) as stated in NAVICPINST 4441.1B, ref (a) enclosures (2) and (3). This however is not the single determining factor whether to approve or disapprove an ACR. Other considerations include AIRSPEED Time to Reliably Replenish (TRR), wholesale pipeline posture, TMS community rates, Acquisition Advice Code, analysis of demand history and spikes, repair capability, turn-around-time (TAT), repair part availability, and similar site allowances.

NAVICP-P will consider all BCM 1, 5, 7, and 9 in establishing replacement factor rates. All others are considered repairs and will be used to establish repair factor rates. This is to ensure NAVICP does not spare to other Integrated Logistics Support (ILS) element deficiencies.

The justification comments on the ACR are also of great significance. A statement beyond BCMs, number of requisitions, and repair capability assists NAVICP to better understand the impact on the activity in addition to the data alone.

9. AVCAL Schedule

<u>MILESTONE</u>	<u>NUMBER OF DAYS PRIOR TO CONFERENCE DATE</u>
a. TYCOM furnishes AVORD equipment Identification to NAVICP-M.	240
b. TYCOM issues Outfitting Directive to NAVICP-P (Validated AECL is attached to NAVICP copy).	125
c. NAVICP pulls IMRL extract files from SERMIS for computation of repair part requirements applicable to selected end items of Support Equipment.	125
d. NAVICP-P develops, reviews, and analyzes Preliminary Products and candidates and forwards to IWST for review.	70
e. NAVICP-P releases preliminary AVCAL products to cognizant TYCOM via NOAH, NAVICP-P builds funded PPR to begin repair or procurement action.	49
f. Cognizant TYCOM and ship provide NAVICP-P with candidates to be reviewed at AQRC.	21
g. NAVICP-P chairs AVCAL Quality Review Conference.	0
h. NAVICP forwards approved AVCAL final products to the TYCOM.	+28
i. Process RAMAT, see enclosure (4) for BMF text formats.	+76
j. TYCOM and Activity coordinate requisitions drop.	+121

10. Action

a. COMNAVAIRFOR

(1) Submit draft AVCAL schedule to NAVICP-P (code 081) no later than six months before the beginning of each fiscal year. The schedules will identify the ship to be outfitted and planned deck loads one year in advance. AVCAL requisitions for new equipment will not be processed more than 120 days ahead of the material support date, due to the wide range of fluctuation in requirements for new weapons systems.

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(2) Provide Aviation Ordnance equipment identification to NAVICP-M for AVORD file development no later than 240 days before the AQRC.

(3) Issue Outfitting Directives for each ship to be reAVCAL'd to NAVICP-P no later than 125 days before the AQRC. The directives will provide the following information:

(a) The identification and number of all aircraft and engine models to be supported.

(b) Engine and Airframe ARRs to be used in the item selection process.

(c) Designation of aircraft/system to be protected, with supporting rationale.

(4) Provide AMMRL activity Identifier (AAI) to be used for AVCAL IMRL by NAVICP.

(5) Include a tailored AECL with the Outfitting Directive. Ensure that the AECL is tailored against the latest master AECL as provided for in NAVICP's files and submit tailored AECL back to NAVICP via e-mail in proper AECL text format.

(6) Provide representation at the AQRC for participation in the Quality Review of each AVCAL. The major areas of review will include:

(a) Validation of fixed allowance levels for repairables, as required.

(b) Consideration of interchangeability data.

(c) Most recent eight quarters of demand data.

(d) Not Mission Capable Supply/Partial Mission Capable Supply (NMCS/PMCS) requirements.

(e) Approved changes to the Maintenance Plan affecting AVCAL supported weapons systems/subsystems.

(7) Advise NAVICP-P as soon as possible of deck load changes, and negotiate AVCAL modifications, as required.

b. Ships

(1) Provide representation at the AQRC for participation in a Quality Review of each AVCAL. All repairable and consumable allowances to be validated must be substantiated by ship usage data. The ship will bring to the conference the Preliminary Fixed Allowance package, all associated BCM and repair data, all maintenance data to substantiate any claims of discrepancy, justification for existing/forecasted maintenance capability, TAT substantiation, and a current Individual Component Repair List (ICRL).

(2) Validate on board GPETE through the tailoring of the IMRL. Forward annotated changes to NAVICP-M, requesting production of a COSAL supplement.

(3) Forward to NAVICP-P via TYCOM required BMF text files to process site Reconciliation Assist Management Team (RAMAT) files after loading new AVCAL allowances NLT 76 days post AQRC for validation of stock requisition status and ship BMF to NAVICP PPR allowance quantities.

c. NAVICP-M

(1) Identify GPETE deck load validated by the ship to existing Allowance Parts Lists (APLs) and prepare a COSAL supplement. For GPETE requirements submitted subsequent to COSAL supplement cutoff, identify and forward individual APLs to the ship. A cover letter should specify the purpose for which APLs are forwarded.

(2) Identify AVORD upon request from CNAF and provide NAVICP-P with updated AVORD files for inclusion in the AVCAL process.

d. NAVICP-P

(1) Negotiate AVCAL schedules with the cognizant TYCOMs no later than six months before the beginning of each fiscal year.

(2) On receipt of the Outfitting Directive, verify deck load and flying hours with Material Budget (Code 013), identify changes to the TYCOM, and request concurrence as required.

(3) Compute and review retail requirement levels for consumable and repairable items, for which NAVICP-P has Program Support responsibility.

(4) Prepare Preliminary AVCAL requirement packages for TYCOM/ship distribution after Integrated Weapons System Team (IWST) review as described in paragraph 9(d).

(5) Submit Preliminary AVCAL products to the ship via TYCOM within 49 days of scheduled AQRC in accordance with the established schedule in paragraph 9.

(6) Provide representation at the AQRC for participation in a Quality Review for each AVCAL. Validate fixed allowance levels for repairables nominated by conference attendees. Incorporate required changes into final allowance requirements.

(7) Prepare the Final AVCAL products as described in enclosure (3). Products will be forwarded to the TYCOM NLT 28 days post AQRC in accordance with paragraph 9 AVCAL schedule.

(8) Conduct RAMAT file validation.

(9) Process ACR-F requests submitted by ships.

(10) Prepare Splinter AVCALs in support of changes in configuration or deck load, as required.

11. AVCAL Deliverables

a. Preliminary Products. NAVICP-P will provide the ship and cognizant TYCOM with preliminary AVCAL review aids following the guidelines in paragraph 9 to facilitate AQRC validation. A description of the preliminary aids is provided in enclosure (2).

b. Final Products. Upon completion of the AQRC, the following final AVCAL output text product files will be submitted to the ship via TYCOM following the agreed upon AVCAL schedule:

- (1) X05 (containing FSC, NIIN, Cog, MCC, Price, Quantity)
- (2) X06 (containing MFG Code, Part Number)
- (3) X10 (containing NSN, SM&R, ARR)
- (4) X24 (containing NSN, Package Identification, Quantity)

The outputs from the AVCAL process are designed to interface with Relational Supply installed aboard Aircraft Carriers and Amphibious Assault Ships.

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12. Maintenance Responsibility. The Retail Operations Directorate, Retail Allowance Division (0811) will maintain this directive. For technical questions, contact DSN 442-3353.



B. AVERELL
By direction

Distribution: Fleet and Field, via NKO

FIXED ALLOWANCE LEVELS FOR REPAIRABLES

1. Only NAVICP-P can establish or change fixed allowance levels for repairables. The collective BCM, repair and turn-around time (TAT) experience of those sites that constitute the particular ship community will be applied in the calculation of the L-Class, CV failure rate. Usage from the ship undergoing re-AVCAL will always be applied in the calculation of the L-Class, CV failure rate.

2. Deficiencies in Integrated Logistics Support (ILS) elements may cause activities to take Beyond the Capability of Maintenance (BCM) action on items coded for local repair. Since these items should be repaired locally in accordance with maintenance plans, NAVICP-P will consider BCM actions reported in categories 2,3,4 6, and 8 as repairs in the computation of fixed allowances.

3. An activity may approximate the requirements determination process, for non 0-level removable repairable item requirements, for the purposes of submitting Allowance Change Requests (ACRs). A minimum of 90 days BCMS and repairs is required. Enclosure (3) attachment (1) specifies the Allowance Change Request format.

4. Constrained average Turn Around Time (TAT) will be used. TAT is the number of calendar days between removals of a specific item for necessary processing through Aircraft Intermediate Maintenance Department (AIMD) repair until it is available for re-installation. It includes the following elements; each JCN (repair action) is constrained for each element as follows:

<u>Element</u>	<u>Maximum Allowed Time (Days)</u>
Removal to AIMD	1
Scheduling Time	3
Awaiting Parts	20
Actual Repair Time	8

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5. After constraints have been imposed by JCN, the individual elements will be summed to produce a total NIIN average. The lower of actual experience or maximum allowed time for each of the above elements will be used in computing the average total TAT for each NIIN. If the average total NIIN Tat is 20.5 days; it will be constrained to 20 days. The average NIIN TAT used in the calculation of preliminary AVCAL net values will not exceed 20 days. When actual TAT is not available for any reason, the TAT used in computing repairable item levels will be 5 days for WRAs and 7 days for SRAs.

6. On receipt of the ACR, NAVICP-P will review the data submitted against the appropriate community (CV or L Class) usage data and allowance quantities. As with the AVCAL allowance process, the community approach is used as a method to smooth out demand variance.

7. Past actual flying hours used in requirements calculations are derived from the Chief of Naval Operations (CNO, OP511) Aircraft Flight Data FL Series Reports, with direct input from the ship.

8. Funded future wartime flying hour projections are reflected in the CNO (OP508) Mobilization Aircraft Planning Data Memo.

PRELIMINARY AVCAL REVIEW AIDS

NOAH Preliminary AVCAL Spreadsheet. Identifies in NIIN sequence the recommended range and depth of aviation repair parts to be carried in support of deck load operations for a period of time at combat flying hour tempo. The preliminary AVCAL reflects actual quantities for each item and includes support of support equipment piece parts. The preliminary AVCAL is to be used at AQRC for determining necessary additions or deletions to the AVCAL product.

The Tailored AECL. Identifies in ARR/CC sequence, major component applications to specific aircraft. It also provides the occurrence of each major component by aircraft. The tailored AECL should be reconciled against the Outfitting Directive in order to verify that all major components have been included in the AVCAL and that the aircraft application is correct.

IMRL Report. Identifies in NIIN sequence authorized Support Equipment (SE) for specific levels of maintenance capabilities assigned. This report should be reconciled against installed SE to ensure proper MAMs/TBI and piece part support.

MAM/TBI Listing. Identifies authorized Maintenance Assist Modules (MAMs) to supplement Built in Test (BIT) system diagnostics and test equipment. MAMs are loaded into Part 8 of an Allowance Requirements Register (ARR). TBIs are selected Weapons Replaceable Assemblies (WRAs) installed in a test bench harness, test set, or test console. TBIs are required to simulate aircraft systems in a maintenance shop. TBIs will be loaded into Part 4 of an ARR. This listing should be reconciled against installed SE and forwarded, via the TYCOM, to NAVICP for required deficiencies not previously ordered.

Allowance Change Request-Fixed (ACR-F) Procedures and Format

1. The following procedures are applicable in submitting ACR-Fs to NAVICP-P:

a. Use the format attached to this enclosure and include all requested information.

b. The minimum reporting period is 90 days.

c. Submit all ACR-Fs by message/internet in the format attached to this enclosure to NAVICP-P (Attn: 0811) with the cognizant TYCOM as an information addressee.

d. Within 15 business days of receipt, NAVICP-P will complete the ACR-F validation or notify the activity of a delay in processing.

2. ACR-F Format

a. Items 1.A.-C. Self-explanatory.

b. D. (Usage). Enter aircraft application-type/model/series, previous allowance, BCMS (by type), repairs and constrained TAT.

c. E. (Reporting Period). Include period of time for BCMS and period of time for repairs.

d. F.-G. Self-explanatory.

e. H. (Requested Allowance).

f. I. (MILSTRIP Requisitions). Provide one for one MILSTRIP requisitions for requested increases. NAVICP will input initial issue documents directly upon approval of an increase and provide status.

ALLOWANCE CHANGE REQUEST-FIXED

(*FORMAT*)

1. REPAIRABLE ITEM NIIN:
 - A. NOMENCLATURE:
 - B. CAGE/PART NUMBER:
 - C. SOURCE, MAINTENANCE, & RECOVERABILITY CODE (SM&R):
 - D. USAGE
 - (1) AIRCRAFT APPLICATION-TYPE/MODEL/SERIES:
 - (2) PREVIOUS ALLOWANCE:
 - (3) NUMBER ATTRITED/BCM'D BY CATEGORY:
 - (4) NUMBER REPAIRED:
 - (5) TURN AROUND TIME:
 - E. REPORTING PERIOD:
 - F. REMARKS (INCLUDE AIRSPEED TRR):
 - G. CURRENT ICRL CAPABILITY CODE:
 - H. REQUESTED ALLOWANCE:
 - I. MILSTRIP REQUISITIONS:

Enclosure (3)
Attachment (1)

BMF FORMAT FOR RAMAT PROCESSING**7R,0R,1R,1RD,0Q ONLY**

1. BMF Structured Query Language (SQL) text files necessary for NAVICP-P to run the RAMAT. The following eight SQL expert queries are required to pull necessary database info for RAMAT processing:

a. BMF0R0Q.SQL - This will draw down the SIT (BMF) portion of RAMAT FOR COG '0R' and '0Q with MCC of 'D', 'E', 'G', 'H', 'Q', and 'X'

b. BRF0R0Q.SQL - This will draw down the Requisition side of the RAMAT for COG '0R' and '0Q with MCC of 'D', 'E', 'G', 'H', 'Q', and 'X'

c. BMF3COG.SQL - This will draw down the SIT (BMF) portion of RAMAT FOR '3' COG with MCC of 'D', 'E', 'G', 'H', 'Q', and 'X'

d. BRF3COG.SQL - This will draw down the Requisition side of the RAMAT for '3' COG with MCC of 'D', 'E', 'G', 'H', 'Q', and 'X'

e. BMF1RD.SQL - This will draw down the SIT (BMF) portion of RAMAT FOR '1R' COG with MCC of 'D'

f. BRF1RD.SQL - This will draw down the Requisition side of the RAMAT for '1R' COG with MCC of 'D'

g. BMF7COG.SQL - This will draw down the SIT (BMF) portion of RAMAT FOR '7' COG with MCC of 'D', 'E', 'G', 'H', 'Q', and 'X'

h. BRF7COG.SQL - This will draw down the Requisition side of the RAMAT for '7' COG with MCC of 'D', 'E', 'G', 'H', 'Q', and 'X'

2. SQL text files are provided by NAVICP to activities via TYCOM upon request to Code 0811.