



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
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IN REPLY REFER TO
OPNAVINST 4400.10B
OP-401
28 AUG 1986

OPNAV INSTRUCTION 4400.10B

From: Chief of Naval Operations

Subj: POLICIES FOR INTEGRATED LOGISTICS OVERHAULS (ILO) AND
REVIEWS (ILR)

Ref: (a) OPNAVINST 4130.2A (NOTAL)
(b) Fleet Modernization Program Management and
Operations Manual, NAVSEA SL720-AA-MAN-010

1. Purpose. To revise policies and update responsibilities in support of the Integrated Logistics Overhaul (ILO) and Integrated Logistics Review (ILR) Program. This instruction is a complete revision and should be reviewed in its entirety.
2. Cancellation. OPNAVINST 4400.10A.
3. Scope. Per reference (a), the ILO (and abbreviated ILR) process improves ship's readiness and equipment availability through verification of configuration status accounting (CSA) data, ordering of proper logistics support and training of ship's force in the use and maintenance of its logistics support documentation.
4. Background
 - a. The ILO concept evolved from the Fleet Supply Operations Assistance Program (SOAP), a self help program to improve shipboard repair parts support. The logistics functions of an ILO are performed for ships undergoing regular overhauls (ROH) or complex overhauls (COH). These functions are designed for ships with ROH/COH durations of greater than four months.
 - b. The ILR was created to support ships under the short availability maintenance philosophy (i.e., ships that do not have regular or complex overhauls). The Phased Maintenance Program (PMP) and the progressive maintenance concept employ the short but more frequent maintenance availabilities. The ILR procedures were developed for use during these industrial availabilities and are designed to allow selective performance of discrete functions. Resources permitting, an ILR may be accomplished on ships in the ROH/COH system during interim maintenance availabilities, such as Selected Restricted Availabilities (SRA) and Docking SRAs (DSRA).

28 AUG 1986

c. Both the ILO and ILR processes were developed to improve maintenance and related logistics support of the Fleet to satisfy the need for complete onboard logistics and maintenance support and are based on accurate configuration status accounting information.

5. Objective. The primary objective of both efforts is to improve readiness by providing a ship completing a specified availability with logistics and maintenance support that accurately reflects the ship's true configuration. Another important objective is to train Fleet personnel to use and maintain the logistics products provided so that the high level of support can be sustained during the ship's operating period. These objectives are accomplished during an industrial availability by the ILO Team and the ship's force working in conjunction with the Naval Supervising Activity (NSA) responsible for the availability.

6. Policy

a. The ILO team is a Fleet asset which supervises and trains ship's force personnel in auditing and correcting the ship's logistics support during an industrial availability.

b. Both ILOs and ILRs are comprised of five functions to ensure that correct logistics support is identified and delivered to support the end of availability configuration of shipboard equipment. These functions are:

(1) Configuration Analysis and Coordinated Shipboard Allowance List (COSAL) Maintenance.

(2) Repair Parts Analysis.

(3) Technical Manual (TM) Analysis.

(4) Planned Maintenance System (PMS) Analysis.

(5) Ship's Force Training.

c. The ILO and ILR procedures are similar but applicable to different types of availabilities (due to the variations in maintenance strategies impacting the availability duration and frequency). The following parameters apply:

(1) Except for ships whose overhaul cycle is less than four years, an ILO will be accomplished concurrent with a ROH or COH. It will consist of all the listed elements in subparagraph 6b, above. Ships whose overhaul cycle is less than four years will receive an ILO every other overhaul, with an ILR without COSAL being performed on alternate overhauls.

28 AUG 1986

(2) For those units which are in an ROH program but would not receive a COSAL within an eight year period, the Type Commander (TYCOM) may select a maintenance availability near midpoint in the ROH cycle to perform an ILR with COSAL.

(3) An ILR with COSAL will be performed during the longest availability in the maintenance cycle for those ships in the PMP or under the progressive maintenance concept.

(4) An ILR without COSAL will be performed for other availabilities. Functions (3) and/or (4) of subparagraph 6b above may be performed for the total ship if required and time permits.

(5) All ships designated for ILR support will have, as a minimum, each ILR function performed for equipment changes (i.e., alterations only) that occur during the availability and the ship's force training function (subparagraph 6b(5) above).

d. The following prerequisite events and related deliverables are required for each ILO or ILR with COSAL:

(1) A pre-availability CSA validation with the results entered into the Weapon Systems File (WSF).

(2) COSAL overhaul planning (COP) data entered into the WSF by start of availability (SOA) minus three months.

(3) SOA COSAL and Ship's Portable Electrical/Electronic Test Equipment Requirements List (SPETERL) generated by SOA minus one month.

(4) Updated end of availability (EOA) COSAL indices produced by EOA plus four months.

(5) Revised Publications Applicability List (PAL) provided by EOA plus four months.

(6) Updated total ship PMS package if PMS analysis option is performed.

e. The Fleet Modernization Program Management Information System (FMPMIS) maintained by Commander, Naval Sea Systems Command (COMNAVSEASYS COM) is recognized as the single authoritative source for industrial availability scheduling information. Designation of the type of support associated with each ILO/ILR is also contained in the FMPMIS and will be maintained by the Naval Sea Systems Command Headquarters (NAVSEA) Ship Logistic Managers (SLM) in coordination with the respective TYCOM.

7. Action

a. The Chief of Naval Operations (CNO) (OP-04) will

(1) Act as resource sponsor for the ILO and ILR program.

(2) Provide appropriate support in the planning, programming and budgeting system (PPBS) through the program objective memorandum (POM) and related financial processes.

b. Fleet Commanders-in-Chief (FLTCINC) will

(1) Be responsible for resourcing and operating each ILO site, including on-site technical assistance and for conducting ILO/ILRs per procedural guidance provided by the Systems Commands responsible for technical and procedural support.

(2) In coordination with COMNAVSEASYSKOM, designate ships to receive ILRs and identify the functions of the ILR to be accomplished. Requirements that will result in CSA validations, COSALs, SPETERLs, PMS material, PALs and updated EOA COSAL indices to be produced for ships outside of the regular overhaul schedule will be communicated periodically to COMNAVSEASYSKOM and will include five years of requirements by hull and date to enable resourcing through the POM process.

(3) Ensure each commissioned ship receives either an ILO or an ILR with COSAL each complete maintenance cycle with the exception noted in paragraph 6c(1).

(4) Provide shipboard support of ILO/ILRs, including assignment of appropriate personnel to ensure that the training provided during the ILO/ILR will sustain the ILO results during the operational period, as well as to perform ILO/ILR functions.

(5) Plan, program and budget resources in support of Fleet responsibilities to the ILO/ILR program.

(6) Support funding and personnel ceiling requirements for assigned ILO teams.

c. The Commander, Naval Sea Systems Command (COMNAVSEASYSKOM) will

(1) Act as Chief of Naval Operations' executive agent for all aspects of the ILO/ILR program except those responsibilities assigned elsewhere.

(2) Provide technical and procedural guidance to Systems Commands and Fleet components of the ILO organizational structure.

28 AUG 1986

(3) Monitor implementation (keeping CNO (OP-401) informed) to ensure compliance with established in ILO/ILR policy and procedures by all organizations involved in the ILO process.

(4) Provide direction to Systems Commands' shore support activities to implement Fleet logistics support improvement requirements as identified.

(5) Program and budget for on-board repair parts requirements resulting from configuration changes made and/or discovered during ILO/ILR.

(6) Develop and support implementation of automation of ILO functions to the maximum extent possible.

(7) Ensure NSAs coordinate logistics support functions for configuration changes during the availability with the ILO teams in accordance with reference (b).

(8) Provide ship PALs, PMS updates and SPETERLs per the NAVSEA promulgated ILO/ILR schedule.

(9) In coordination with the TYCOMs, maintain the FMPMIS as the single authoritative source of planned ship availabilities and types of configuration and logistics support to be provided and distribute to all supporting activities.

d. The Commander, Naval Supply Systems Command (COMNAVSUPSYSCOM) will

(1) Support and operate the central configuration data repository (i.e., the WSF) as required for the operation of the Ship Equipment Configuration Accounting System (SECAS) and other suppliers of ships' configuration and logistics support data.

(2) Provide data communications between the WSF and data users.

(3) Provide ship COSALs and WSF extracts per the NAVSEA promulgated ILO/ILR schedule.

(4) Assist COMNAVSEASYSYSCOM in developing technical guidance for the ILO and ILR processes.

(5) Plan, program and budget resources in support of COMNAVSUPSYSCOM responsibilities to the ILO/ILR program.

OPNAVINST 4400.10B
28 AUG 1988

(6) Provide automated data processing (ADP) support at Naval Supply Center, Oakland for the Repair Parts Analysis function of ILO/ILRs.


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