
NAVAL AVIATION SYSTEMS TEAM



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Configuration/Data Management Division, AIR-1.3.3 Configuration Management POC:
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CONFIGURATION MANAGEMENT

DECENTRALIZATION OF THE NAVAIR COMMAND CHANGE CONTROL BOARD (CCB)

Status Update: The planned decentralization of the CCB has been deferred for approximately one year (June 1997). A postponement was necessary to allow time for AIR-1.3.3, AIR-3.16, AIR-3.1.8 and the TYCOMs to address existing fleet CM problems and to install/test the necessary automated tools (e.g., Multi-User ECP Automated Review System (MEARS)). Decentralized CCB Charters previously granted to PMs were not rescinded. The new decentralized CCBs and products will be assessed via process metrics. The status of this initiative will be regularly reported.

MEARS: This CMIS tool, is currently being implemented/tested by the SH-60 Program,

PMA-299. MEARS is just one of many tools currently being implemented to optimize our CM capabilities. In an effort to familiarize the TEAM to MEARS and expand its application to all programs, the ECP Quality Management Board (QMB) will distribute in the near future a MEARS Implementation Guide. This guide provides general information about MEARS, its benefits and how PMs/IPTs can move forward to the decentralized CCB environment.

NOTE: For additional information, contact Ms. Linda Bushell, AIR-3.1.8 Project Manager, on (703) 604-3099 X6957, DSN 664

SINGLE PROCESS INIATIVE (SPI)

The SPI is a recent OSD acquisition reform objective which is designed to: 1) Eliminate multiple processes, both business and manufacturing/management, including direct and indirect cost drivers (e.g. material management systems, C/SCSC, price and cost analyses procedures, excess government

property procedures); 2) move to advanced world class practices, while reducing the need for excessive oversight; and 3) achieve cost, schedule and product performance benefits for the government and contractor. The SPI concept is used in addition to existing contracting tools such as Value Engineering Change Proposals (VECPs) and normal contract changes, but not in place of them. The primary goal of SPI is to use the "Block Change" modification approach where appropriate for implementing best common commercial processes and product performance specification requirements on existing DOD contracts. As the NAVAIR Competency Leader for Configuration Management, AIR-1.3.3 is actively supporting the SPI acquisition reform TEAM and is currently assessing SPI Configuration Management proposals by such prime defense contractors as Hughes, Lockheed-Martin, Northrop-Grumman and General Electric Aircraft Engines. Look for more SPI activity/progress in the next edition.

MILITARY SPECIFICATIONS AND STANDARDS UPDATE

MIL-STD-2549 (Configuration Management). This (draft) military interface standard, which establishes common government/industry business rules (conceptual schema) for the DOD Automated CMIS, recently completed the standard DOD review/coordination cycle. As a result, over 1200 combined Industry/Government comments have been collected and dispositioned by the OSD Configuration Management Advisory Group (CMAG). The standard received strong support from both industry and government organizations. It is tentatively scheduled for release early CY-97.

EIA-IS-649 (Industry Standard for Configuration Management). (*No change since the last Datagram.*) This Electronic Industries Association (EIA) interim standard is still working its way through the American National Standards Institute (ANSI) adoption process.

MIL-STD-973 (Configuration Management). (*No change since the last Datagram.*) This military standard is still valid for contractual applications with an approved waiver. It should be used by programs as the primary guidance document for building complete and comprehensive CM Statement of Work (SOW).

MIL-HDBK-61 (DRAFT) Configuration Management Requirements: This handbook, which will provide program/project managers with guidance for implementing adequate CM programs, is still under development by the OSD CMAG. It is tentatively scheduled to be released concurrently with the release of MIL-STD-2549. We are pleased to report that the ECP Management Guide developed under the auspices of the NAVAIR ECP Quality Management Board (QMB), has been incorporated in this document as a separate appendix. The ECP Management Guide was developed to improve communications between the Government and Contractor for the timely request, preparation and approval of Class I ECPs. Use of the guide will help Program Managers avoid mistakes, omissions and ECP revisions that are frequently experienced when the expectations, needs and plans of the Government and Contractor are poorly coordinated.

NOTE: The ECP Management guide is currently available from the Configuration and Data Management Division (AIR-1.3.3). However, when using it, particularly in a competitive environment, it is essential that the procurement contracting officer (PCO) be the lead participant when making first contact with the Contractor(s) to ensure that neither the letter nor the spirit of the Federal Acquisition Regulations (FAR) are violated.

NAVAIRINST 4130.1D (DRAFT) NAVAIR Configuration Management Manual: (*No change since the last Data Gram.*) This Team instruction is currently being updated to reflect the latest acquisition reform and CAO organizational changes. *Unfortunately, this effort is being delayed due to the numerous Configuration Management issues still being worked at the higher levels. POC is Ed Whiteside, AIR-1.3.3J*

MIL-STD-498 Software Development &

Documentation: The U.S. Commercial standard J-STD-016-1996 was jointly developed by the Electronic Industries Association (EIA) and the International Association of Electrical and Electronic Engineers (IEEE) to provide American industry the basis to compete nationally and internationally in commercial and government markets. This soon-to-be released standard is the US implementation of the international standard for software life cycle processes, **ISO/IEC 12207**. It is an expansion of the interim software standard, **J-STD-016-1996 (Trial Use Standard which will replace MIL-STD-498) It has been reported that a six month extension of MIL-STD-498 has been requested. More on this in the next edition.**

MIL-STD-100F Government Drawing Practices: (No change since the last edition)

The DoD is committed to the cancellation of MIL-STD-100, preferably before the end of FY96. The intent of cancellation is to drive the DoD to commercial practices for drawing preparation to the fullest extent practicable. The commercial equivalent to MIL-STD-100 will be identified as **ASME Y14.100M, Engineering Drawing Practices**. However, in those cases where it is required or justifiable that the DoD be the design activity, the proper application of ASME Y14.100M will necessitate a complex, contractual interrelationship of a number of drawing practices standards, military and non-Government.

MIL-DTL-31000A (Technical Data Packages (TDP) DRAFT. (No change since the last Datagram) This military detail specification, has been formally reviewed by the DoD components. The DoN specification waiver process will be necessary to use this document on defense contracts.

CCB FORMS

CCB Forms are in Microsoft Word 6.0 and available for download from the NAVLAN. Please follow the steps below for access:

1. Under Windows
2. Open the O Drive on your computer
3. Open the MODMASTER Directory

4. Open the FORMS directory
5. Download to appropriate drive/directory

NAVAL AIR SYSTEMS COMMAND TECHNICAL DIRECTIVES SYSTEM

For those who didn't get the word, the latest Naval Air Systems Command Technical Directives System Manual (NAVAIR-00-25-300) dated 9/1/96 has been published for TEAM use. The new manual is designed to serve as a stand-alone document, establishing the policies, responsibilities and procedures for using the Technical Directives (TDs) Program for maintaining proper configuration control over in-service aviation systems. Our Congratulations to the AIR-3.1.8 ILS Configuration Management TEAM for a job well done.

Lesson's Learned!

When Configuration Control breaks down, documentation no longer corresponds to the actual product(s) being procured. Unexplained differences appear between the as-designed, as-planned and as-built products. As a result, increased scrap, rework and stock results. Worst of all, logistics data (e.g. Technical Manuals and Spares replenishment data) no longer corresponds to the product(s) making it difficult for the Fleet to maintain and operate them. This forces them to immobilize those products while corrections are made. All of this contributes to the degradation of our Operational Readiness which cannot allow to happen..

TIPS

Over the last five years more and more corporate executives have become interested in having their companies certified to ISO 9000 standards. This is being done in part to the fact that DOD, NASA and other government agencies are starting to require their suppliers to be ISO 9000 certified. Many worldwide companies around the world, especially in Europe already made this a prerequisite for conducting business with them.

ISO 9000 and its five sub-groups: 9000, 9001, 9002, 9003 and 9004 were created by the International Organization for Standardization,

a federation of national standards bodies including the American National Standards Institute (ANSI). This framework is designed to ensure that companies deliver only the highest caliber of work or products. Although these standards were initially written and apply to all industries, they are slightly biased to the manufacturing industry.

Over 100,000 businesses worldwide have already been ISO certified. A business interested in becoming ISO 9000 must develop and implement a set of quality processes that meet ISO 9000 guidelines. Those processes are then audited by an approved ISO 9000 registrar. If certified, subsequently certification reviews are conducted every six months to retain certification.

In each of the elements, ISO 9000 requires that a company meet three requirements:

- (1) Say what you do by documenting the actions taken to support the business element.
- (2) Do what you say by performing the actions stated in your documentation.
- (3) Maintain your documentation to prove it and be able to demonstrate the business runs as documented.

Note: ISO 10007, Quality Management - Guidelines for CM is the International standard developed for Configuration Management.

DATA MANAGEMENT (DM)

Mr Roland Henderson, Head of the Technical Data Management Program (OSD/CALS) retired at the end of November. In the interim, Ms. Linda Burger will take charge of the DoD Technical Data Management Program. The draft Manual DOD 5010.12-M, Procedures for the Acquisition and Management of Technical Data has completed the formal coordination cycle for review and comment. Ms. Burger is eager to get this document released. Information on this document will be in the next DATAGRAM. Ms Burger has scheduled an early January 1997 meeting with all DoD

Data Management Focal Points to discuss the future of the Data Management Program.

NAVAIRINST 4200.21 DRRB 29 June 1995

The AIR-1.3 Department is responsible for the Data Requirements Review Board (DRRB) policy for all NAVAIR contract data, conducting program data management assessments, and reporting process metrics to management.

The DRRB instruction was developed to create a process for reviewing and challenging contract data requirements and the SOW requirements contained in RFPs. Program Managers should use this management tool to organize solicitation review procedures at the IPT or Leadership level for examining and validating data requirements.

Acquisition Reform - Review of all DIDs

The final phase has been completed for this effort. NAVAIR canceled a total 81 DIDs, a 58% reduction. ASN's goal was 50%

TEAM-WIDE CANCELED DIDS OCT 96

DI-MISC-80006	DI-ILSS-80040A
DI-ILSS-80049	DI-ILSS-80075
DI-QCIC-80112	DI-EGDS-80236
DI-ILSS-80332	DI-ILSS-80333
DI-ILSS-80644	DI-ILSS-80645A
DI-ILSS-80646A	DI-ILSS-80647A
DI-NDTI-80674	DI-MGMT-80771
DI-QCIC-80801	DI-GDRQ-80917
DI-ILSS-81032	DI-ILSS-81033
DI-ILSS-81034	DI-ILSS-81035
DI-ILSS-81036	DI-ILSS-81037
DI-ILSS-81038	DI-ILSS-81039
DI-ILSS-81040	DI-ILSS-81041
DI-ILSS-81044	DI-ILSS-81045
DI-ILSS-81046	DI-ILSS-81047
DI-CMAN-81207	DI-GDRQ-81237
DI-ATTS-81291	DI-ATTS-81292

TRAINING DATA PERFORMANCE SPECIFICATION

A new performance specification for "Training Data Products-MIL-PRF-29612", and 11 associated DIDs were approved on 26 Sep 96. This performance specification replaces MIL-STD-1379D and its' associated DIDs (DI-ILSS-81518 through DI-ILSS-81527)

Weight & Balance Revised DIDs 10/24/96

DI-GDRQ-81112A, DI-GDRQ-81233A, DI-GDRQ-81234A, DI-GDRQ-81235A, and DI-GDRQ-81236A

ACQUISITION MANAGEMENT SYSTEM AND DATA REQUIREMENTS CONTROL LIST (AMSDL) Latest edition Oct 96

The **AMSDL** lists the data requirements (source documents and data item descriptions (DIDs)) that have been approved for use in defense contracts. ***The restriction of public laws regarding information collection by the Federal Government applies to data acquired under DoD contracts.*** The Office of Management and Budget (OMB) Control Number 0704-0188 has been assigned to all data requirements and source documents listed in the AMSDL.

Onetime DIDs may be developed if an appropriate DID is not contained in the AMSDL. Onetime DIDs are approved and assigned numbers by the AIR-1.3.3 DM office.

DD Form 1423 Contract Data Requirements List (CDRL) is a requirement cited in the DFARs (DFAR 204.7103-1, DFAR 204.7105 and DFAR 215.873(b)). The Acquisition of Technical Data- DFAR 227.7103-1 states that data items shall be listed as a separate contract line item or on an **exhibit** to the contract. The TEAM policy is to list the individual data items on the CDRLS. CDRLS are assigned an exhibit identifier as required in DFAR 204.7105(b).

APPROVAL OF DON WIDE WAIVERS:

The following 23 documents have been granted DoN wide waivers

MIL-STD-129M	MIL-STD-331
MIL-STD-461D	MIL-STD-462D
MIL-STD-498	MIL-STD-704E
MIL-STD-709	MIL-STD-882
MIL-STD-1316	MIL-STD-1385
MIL-STD-1388-2B	MIL-STD-1397
MIL-STD-1425A	MIL-STD-1512
MIL-STD-1751	MIL-STD-1901
MIL-STD-1911	MIL-STD-2105
MIL-S-901	MIL-D-23140
MIL-I-23659	MIL-M-87268
MIL-D-87269	

ACQUISITION REFORM

Getting Acquisition Help FAST!

To assist our readers in finding useful acquisition information, we are providing the following list of Universal Resource Locators (URLs):

Defense Acquisition Revolution (OSD Page)
<http://www.acq.osd.mil/ar>
(OSD Acquisition Initiatives/Reform)

Navy Acquisition Reform:
<http://www.acq-ref.navy.mil/>
(Navy Acquisition Initiatives and Policies)

Federal Acquisition Reform Net:
<http://www-far.npr.gov/>
(Acquisition Best Practices)

To use these listings, you need software such as Netscape or Mosaic.

ACQUISITION REFORM COURSES

1. Introduction to Integrated Process/Product Development (IPPD) an Integrated Process Team (IPT) (2 days) HRC
2. Non-Development Item Acquisition PMQ-202 (2 days) DAIWA

3. Commercial Item Description PQM-203 (1 day)
DAIWA
4. Open Systems: The Promises and Pitfalls
(3 days) HRC
5. Program Managers Work Station (1/2 day) HRC
6. Performance Based Statement of Work (SOW)
(2 1/2 days) HRC
7. Defense Specifications Users Course (5 days)
DAIWA
8. Defense Specifications Management (10 days)
DAIWA
9. Writing Performance Specifications (1day) HRC
10. Performance Specs: Impact on Life Cycle Supportability (1 day) HRC
11. Converting Military Standards (1 day) HRC

Other Courses of Interest

1. Naval Aviation Configuration Management Expertise Development (NACMED)

Sharpen your expertise in configuration management. AIR 1.3.3 and AIR 3.1.8 are sponsoring the four day NACMED course for government employees of the Naval Air Systems Team. If you are involved with aviation configuration management, or associated in any manner with the processing of Engineering Change Proposals to the Central NAVAIR Change Control Board, or an AIR 1.0 certified de-centralized board, you need to attend this course. **If you are an APML, you are required to have this training to obtain written certification to sign for AIR 3.0 as part of a decentralized CCB.** This course is designed to provide you with a working understanding of aircraft configuration management, to include detailed instruction and workshops in modification planning, budgeting, staffing, approval and implementation processes and procedures employed by NAVAIR.

To attend this course please submit a memorandum to AIR 3.1.8 (or, e-mail to MONTILLAMG.JFK@NAVAIR.MIL), note your supervisor's concurrence in the memo.

Concurrently, call Jennifer Aversano (703) 413-3100 to register for a specific class date.

Upcoming course date is 10-13 Jan 1997

2. NAVAIR Technical Directives System Expertise Development (NTDSED) Course.
This course has been developed to educate NAVAIR TEAM members on the NAVAIR TD system. A prerequisite for this is the NACMED course.
POC is same as the NACMED course.
3. Management Of the Naval Aviation Acquisition Process (4 days) HRC (John Jones presents the module for CM in this class) - Upcoming course dates are 10-13 Feb 1997 & 12-15 May 1997
4. NAVAIR Procurement Process (5 days) HRC (Ms Jackie Mercer presents the module for Performance Based SOW Writing and Data Requirements in this class). Upcoming course date is 3 -7 Mar 1997

WELCOME ABOARD TO OUR NEW TEAM MEMBER

Ed Whiteside

Ed comes to us from PMA-273 (T45TS Program Office) where he served as a Configuration Manager since 1990. Some of you might also remember him from the Product Engineering Dept. of the Naval Weapons Engineering Support Activity (NAWESA) where he conducted PCAs for numerous NAVAIR programs. Ed obtained his International Configuration Management II Certification from the Arizona State University College of Engineering & Applied Sciences and the Institute of Configuration Management.

Ed may be reached on 604-2525 X8827 DSN 664