

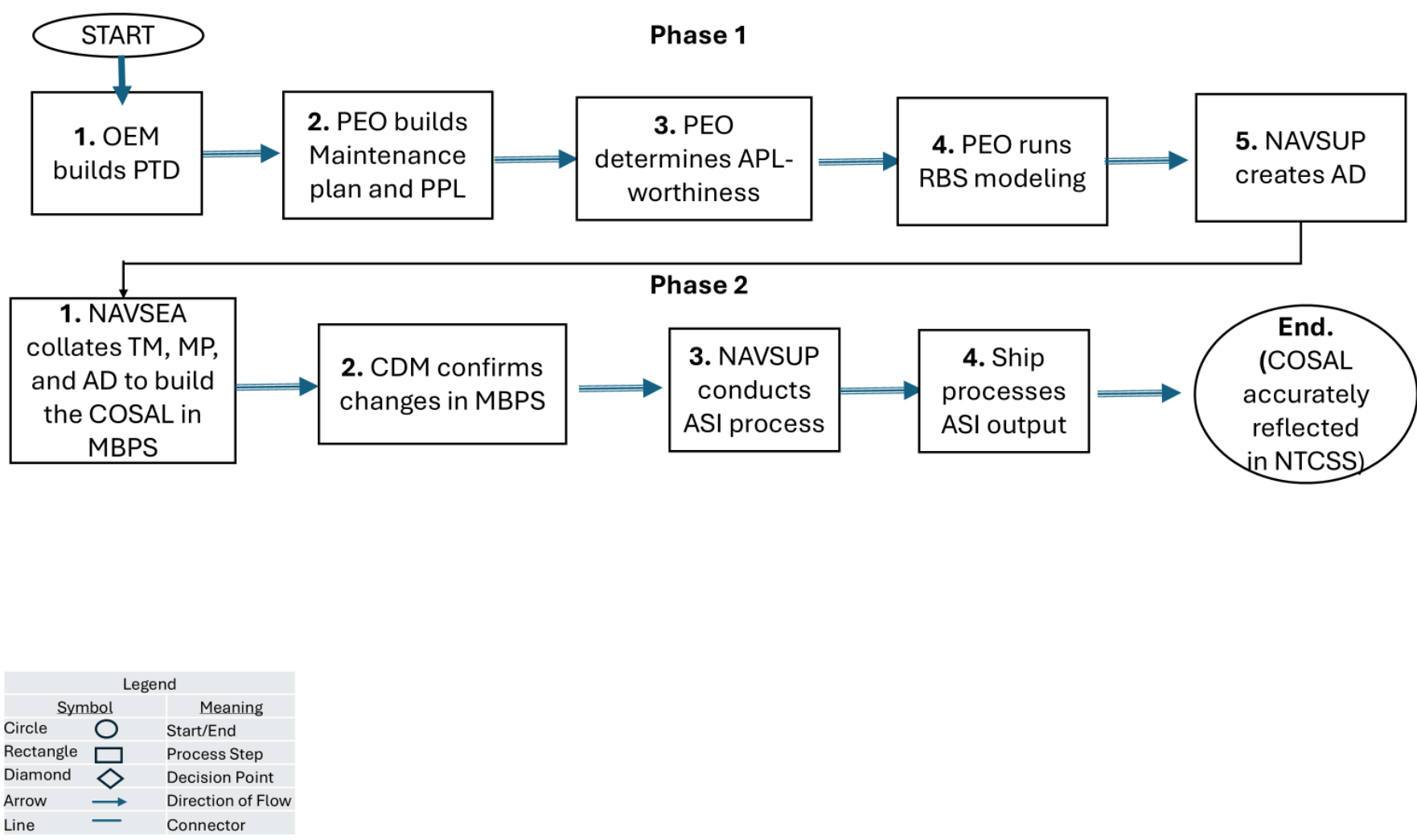
Title: COSAL Optimization: Configuration Data Management



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Abstract

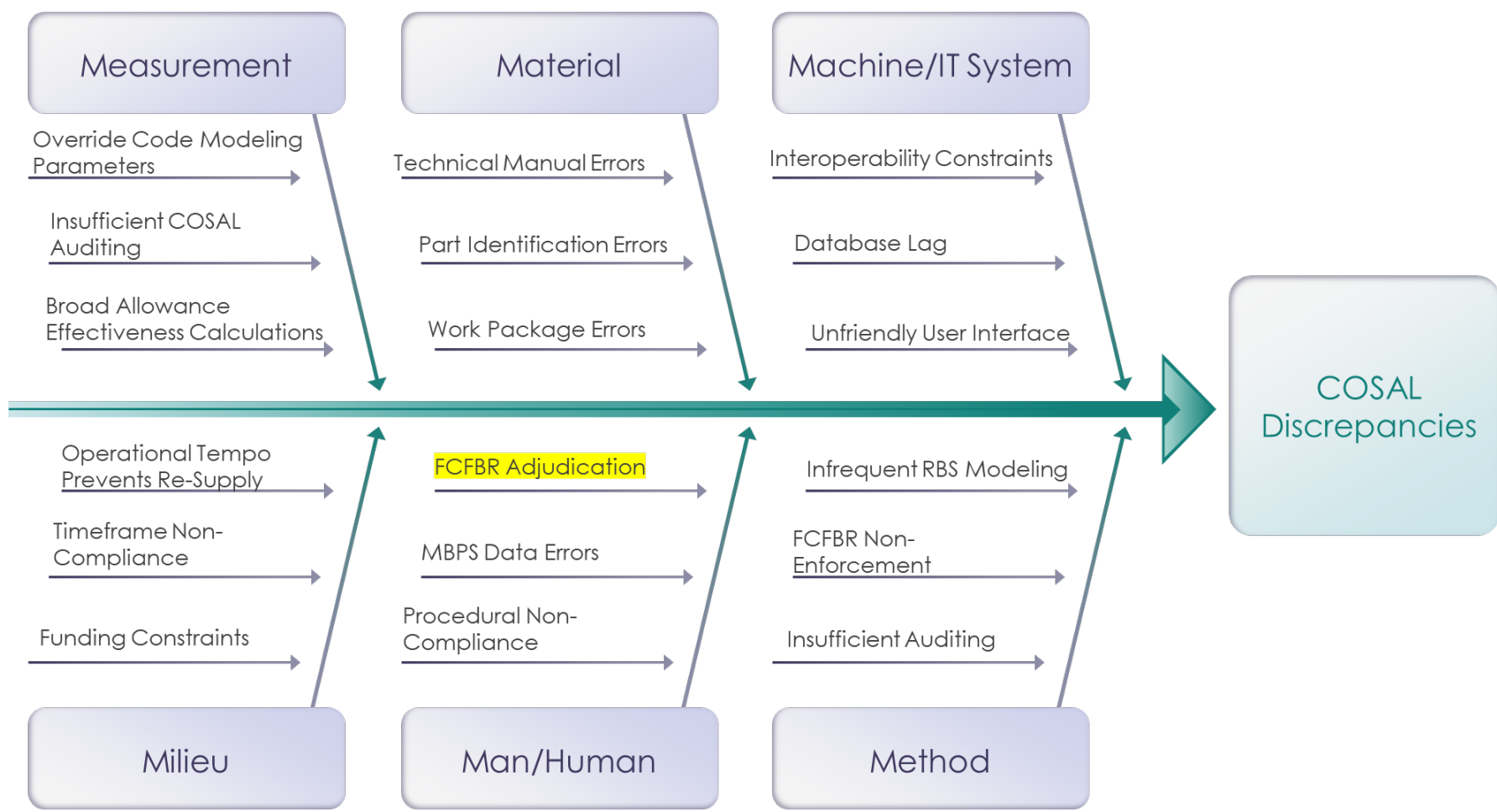
- COSAL Optimization: Gross and Net effectiveness metrics were below stated objectives; 5% of unfilled requisitions were due to Allowance Source Code “G” (not carried by the ship).
- We described Provisioning and Allowancing practices.
- We created process maps for COSAL creation and FCFBR management
- We interviewed NAVSEA, NAVSUP, and Force Readiness contacts IOT ascertain strengths and weaknesses in current practices.



COSAL Creation Process Map

Methods

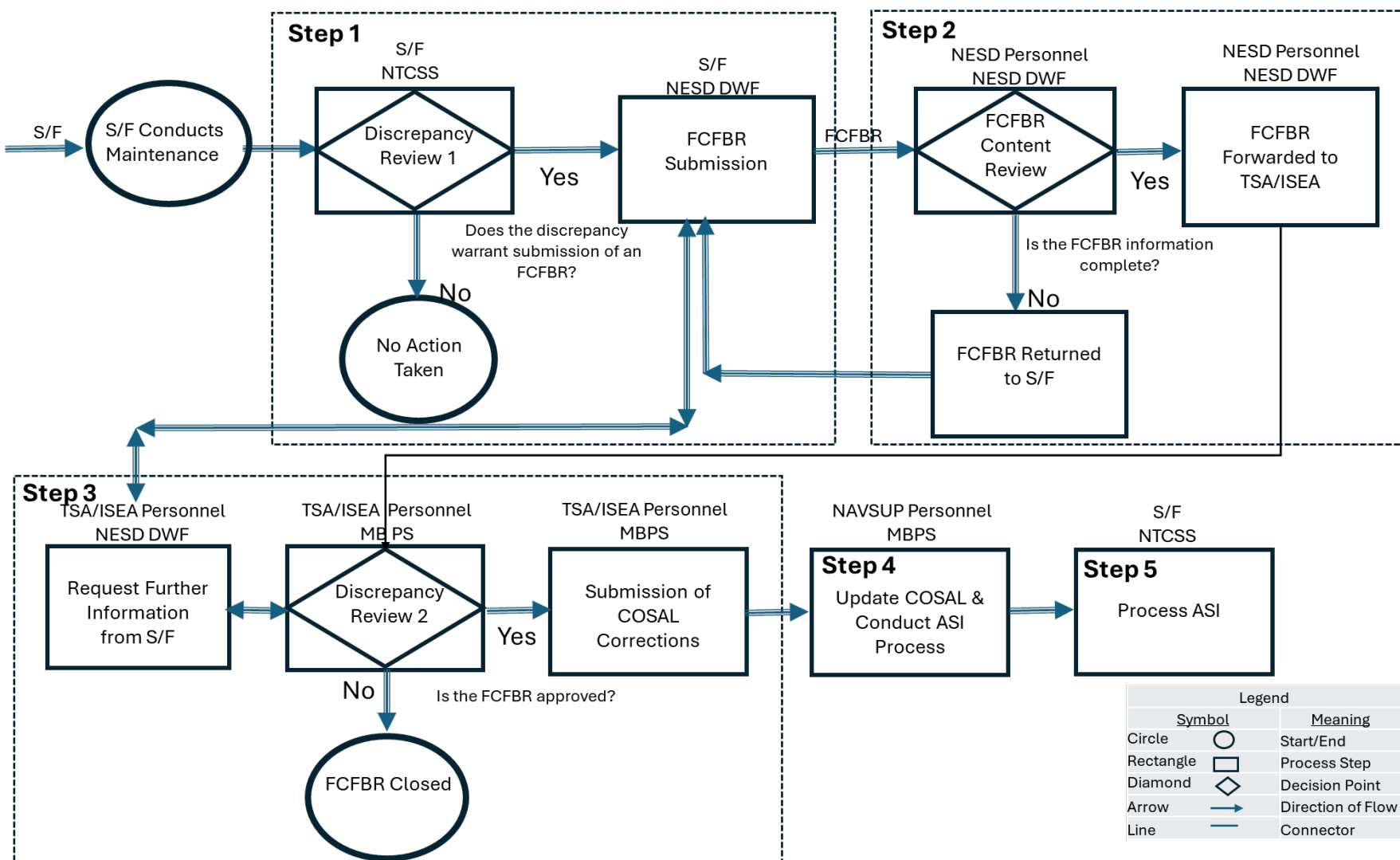
- Process Mapping
- Fishbone Diagrams
- Business Process Management (IT-Business Alignment theory)
- Enterprise Architecture and data management theories
- Interviews and technical research



COSAL Discrepancies Fishbone

Results & Their Impact

- FCFBR management and enforcement at the S/F and TYCOM level found insufficient.
- COSAL auditing may be insufficient.



Fleet COSAL Feedback Report Process Map

Recommendations

1. Increase frequency of COSAL audits at the Fleet Maintenance Activity level, especially during and after maintenance availabilities.
2. Standardize FCFBR management, increase its prioritization, and re-assign FCFBR management to the XO.
3. Remove override code “Y” determinations during RBS modeling.
4. Continue to embrace OPNAV N41’s Digital Transformation Initiatives and its operations in the AWS environment.

