

C5RA Overview

08/30/00

C5RA - Purpose

- Furthering COMNAVSURFLANT's goal for a common assessment process that conforms to the Fleet Review Board (FRB) direction for commonality between Fleets, COMNAVSURFLANT has established the Combat Systems, Command, Control, Communications and Computer Readiness Assessment (C5RA) Visit Program. The C5RA Program replaces the Combat Systems Readiness Review (CSRR) for SURFLANT ships. COMNAVSURFLANT has also established the Systems and Equipment Material Assessment Team (SEMAT) process, of which the SEMAT II visit (formerly TARGET) is scheduled in conjunction with the C5RA.
- Several changes have been initiated to the maintenance assessment process that will increase the usefulness of these visits and reduce their impact on ship schedules. However, other than the name changes, changes to available assessment services are intended to be transparent to Ship's Force.

C5RA - Purpose (Cont.)

- As with its predecessors, the C5RA process continues to be a consolidated, logical series of planned material condition assessments (including Commanding Officer zone inspections) that remain in keeping with the Continuous Maintenance policy of COMNAVSURFLANT and implements the Inter-Deployment Training Cycle (IDTC) reductions mandated by the CNO and CINCLANTFLT.
- C5RA visits are tailored for optimum effectiveness in helping Ship's Force prepare for both operations and scheduled maintenance availabilities.
- The goal of periodic material assessment of any particular maintenance object is to be looked at, at the right time, but not more than once per cycle.

C5RA - Purpose (Cont.)

- The Commanding Officer actively participates in the material assessment process to ensure that maintenance objects with developing failure indicators are evaluated and corrective action is taken with accurate condition data.
- There remain a few stand-alone Combat Systems or C4I material inspections that are currently incompatible with the C5RA visits. This is because of the excessive burden it would put on some Ship's Force to support these events simultaneously. However, all visits are expected to follow the 'find, fix, and train' philosophy established by COMNAVSURFLANT.

C5RA - Basics

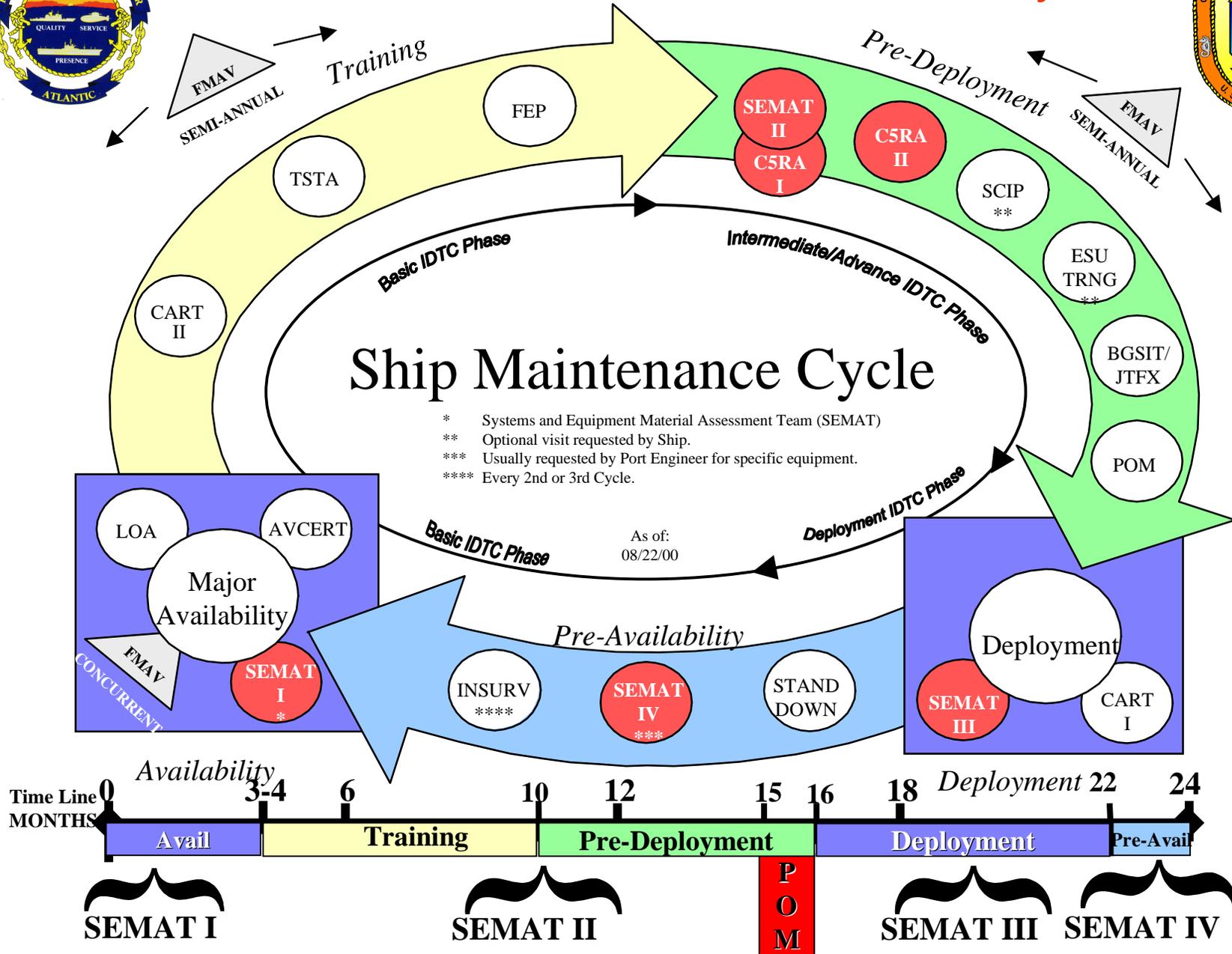
- Conduct material condition assessment of designated equipment and systems
- Document all material discrepancies or deficiencies on 4790/2Ks and input into Ship's SNAP system
 - Identify corrective action as required
 - Identify level of repair effort as required to accomplish repair
 - Depot
 - Intermediate
 - Technical Assistance
 - Ship's Force

C5RA - Basics (Cont.)

- Identify correct time frame to accomplish repairs
 - Immediately
 - Prior to next underway
 - Prior to next deployment
 - Prior to next post-deployment availability
- Identify parts required to accomplish repairs
- Assist Ship's Force in obtaining required parts
- Assist Ship's Force is accomplishing repairs
- Provide assessment, troubleshooting, and repair methods training to Ship's Force

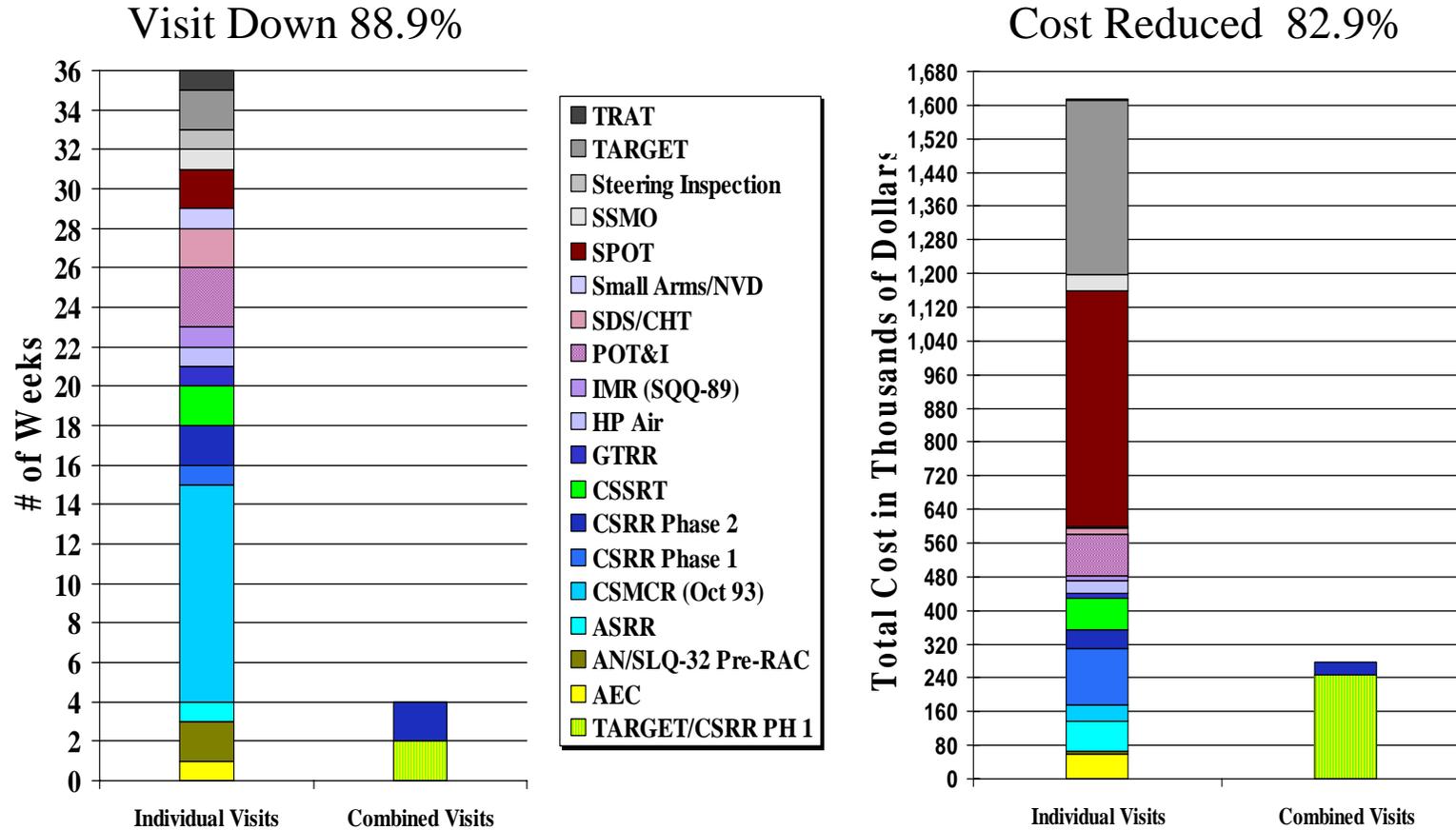


CNSL Continuous Maintenance Cycle



C5RA - Visit Reductions

(Visit Duration & Cost Reduction for typical Combatant)



* Using previous CSRR (Surface) Visit Data

C5RA - Keys to Success

- Entire Ship's Force must be aware of C5RA visit purpose and process.
- 3-M Coordinator performs critical role in ensuring visit results in an accurate, updated CSMP.
- Ship must avoid scheduling conflicting evolutions.
- Supply Department must coordinate with C5RA Visit Support personnel to aggressively pursue parts.
- For parts support, Commanding Officers should ensure sufficient funds are available to support the visit and must consider whether to defer repairs if shortfall occurs.

C5RA - Future Efforts

- Revising the planning sub-process to use the Master Assessment Index (MAI) to ensure that all maintenance-worthy items are afforded opportunity for assessment once per IDTC - “Look at the right thing at the right time.”
- Continue integration between Type Commanders and Fleets in material condition assessment program processes.
- Continue process improvements based on MOEs and MOPs - Revised MOEs/MOPs and Customer Surveys in Dec 99 based on previous survey inputs.
- Continue support to NAVSEA in response to interest from foreign Navies on establishing their own condition-based maintenance program using C5RA as process/program template.

C5RA - Conclusion

- C5RA is vital part of Fleet Maintenance Philosophy
- Objective System/Equipment Assessment
- No report for Chain-of-Command; all documentation is via the CSMP and 3-M
- The true customer is Ship's Force and Port Engineer/Maintenance Manager
- Visit Team stays connected to Fleet via Technical Assists, other visits and Direct Fleet Support
- Validated material condition of ship for improved maintenance planning (validated work candidates)