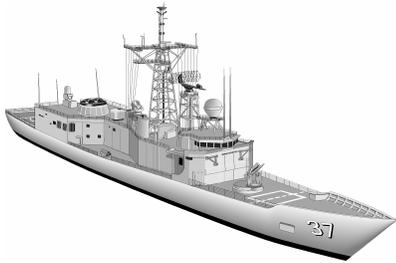


**PLANNED MAINTENANCE SYSTEM
SERVICE BRIEF**



VOL 85

FR 1-04

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SURFACE SHIP MAINTENANCE EFFECTIVENESS REVIEW (SURFMER) UPDATE

The objective of the SURFMER program is to provide ships the right maintenance for the right equipment at the right periodicity. SURFMER has reduced surface ship and aircraft carrier maintenance workload while preserving equipment reliability and personnel safety. SURFMER combines Reliability Centered Maintenance (RCM) principles, the knowledge of Navy In Service Engineers (ISEs) and the experience of Sailors to make shipboard PMS more cost effective. Since its inception in 1997, SURFMER has reviewed over 40,000 maintenance requirement cards (MRCs) and resulted in a decrease of nearly 43% of shipboard PMS workload.

SURFMER evaluates all aspects of the MRCs under review. This includes verification of correct tools, parts and consumables required to perform the task, evaluation of HAZMAT and personal protective equipment (PPE) requirements and the addition of a "statement of relevance" (SOR) to the MRC. The SOR appears as a note after each task to explain the relevance of the maintenance task to personnel safety, the mission of the ship or the economic operation of equipment; essentially why it is important to perform that maintenance task.

Since the last PMS Force Revision (FR 2-03) NAVSEA has completed two SURFMERs. At SURFMER 48 conducted by SEA 04RM in San Diego, CA, on 20-24 Oct 2003, ISEs from SPAWAR Systems Center San Diego, NUWC Keyport, and NEDU Panama City reviewed over 800 Maintenance Requirement Cards (MRCs) covering a wide array of electronic navigation systems, communication equipment, air traffic RADAR, torpedoes, and diving gear.

Operator feedback was provided by Sailors from USS CURTS (FFG-38), USS VALLEY FORGE (CG-50), USS MILIUS (DDG-69), and USS BUNKER HILL (CG-52) and Marines assigned to SPAWAR.

Highlights from SURFMER 48 include: a 30% manhour reduction for diving gear and Explosive Ordnance Disposal (EOD) equipment, a 31% manhour reduction for Marine air traffic RADAR, a 10% reduction in electronic navigation systems, a 14% reduction in communications security gear, and a 26% reduction in tactical data systems PMS.

In SURFMER 48, participants also answered 22 PMS Technical Feedback Reports (TFBRs); corrected 81 MRCs for tools, parts, and consumables; marked 13 MRCs for HAZMAT reduction; and improved 134 MRCs procedurally.

SURFMER 49 was conducted by SEA 04RM in Philadelphia, PA, on 8-12 Dec 2003, ISEs from NSWC-CD SSES reviewed over 1600 MRCs covering hull, mechanical, and electrical (HM&E) systems, including propulsion diesels and diesel generators, anchor windlass, boat cranes, refrigeration plants, propulsion control, and ventilation systems. Sailors from USS SEATTLE (AOE-3), USS TORTUGA (LSD-46), and FTSC/LANT provided valuable operator feedback during the sessions.

Highlights from SURFMER 49 include a reduction of 2080 annual PMS manhours for Combatant ships (CG, DD, DDG, FFG) and 2200 annual PMS manhours for Amphibious ships. Equipment results show manhour reductions of 17% for Anchor Windlass, 19% for boat cranes, 4% for diesel generators, 10% for propulsion diesels, and 4% for refrigeration systems. At SURFMER 49, ISEs also answered one PMS Technical Feedback Report (TFBR); corrected 145 MRCs for tools, parts, and consumables; marked 23 MRCs for HAZMAT reduction; and improved 142 MRCs procedurally.

SURFMER continues to demonstrate a significant and positive effect on PMS. Continue to look for improvements to your MRCs as the results of SURFMER appear in this and subsequent PMS force revisions. As a reminder, every MIP that has been reviewed by SURFMER will have a statement on the card telling you that it's been reviewed.

Fleet input is always welcome. Additional information regarding SURFMER and the opportunity to recommend systems for future SURFMER review or comments regarding the

SURFMER process can be forwarded directly to COMNAVSEASYS COM 04RM via the NAVSEA 04RM web page <https://maintenance.navsea.navy.mil>. (1-04)

IDENTIFY HAZARDS
ASSESS RISKS
MAKE RISK DECISIONS
IMPLEMENT CONTROLS
SUPERVISE (WATCH FOR CHANGES)

HAZARDOUS MATERIAL USER'S GUIDE (HMUG) REVISION UPDATE

The Hazardous Material User's Guide (HMUG) was published in 1996 to ensure the fleet is provided easily understandable safety and health information **to supplement, but not replace, the technical data found in Material Safety Data Sheets (MSDSs)**. The information in the guide was designed to assist HM users in protecting themselves and the environment. It is a source document for general hazardous material training. The contents of the HMUG included compatibility information, control measures, precautions, health hazards, spill control guidance, and disposal guidelines for 22 hazardous material groups. It also provided a personal protective equipment (PPE) shopping guide. The HMUG remains a valuable information tool in the work center.

The HMUG is being revised and updated to provide clarification and add supplemental information where needed. The revised HMUG will include a Risk Assessment section that will list things that should be considered when conducting Operational Risk Management (ORM) for handling hazardous material. The revised HMUG will also include updated hazardous material disposal guidelines.

Operational Risk Management (ORM)

Operational Risk Management (ORM), under OPNAVINST 3500.39/MCO 3500.27 series, establishes ORM as an integral part of Naval operations, training, and planning. By assessing the risks prior to undertaking an evolution, controls and risk avoidance are possible. ORM can be applied to handling and use of hazardous materials. Whether it is planning the acid cleaning of a boiler or piping system, clearing out a flammable liquid storeroom, or painting out the side of a ship, risks associated with hazardous materials can be minimized if identified and evaluated beforehand. The 5-step process of ORM includes:

The HMUG will contain a section on "Hazard Assessment", under each hazardous material group, which addresses common key points to consider when assessing the risks of handling that material. Risk management should be applied to every operation, whether it is cleaning parts or tearing down an entire hydraulic system. Even the most common cleaning evolution, such as stripping and waxing a deck, has health and environmental risks.

Updated Disposal Guidelines

The revised HMUG will advise compliance with your own ship/station procedures for handling the disposal of used/excess hazardous material, including contaminated towels, absorbents, containers, and clothing. With the establishment of HAZMINCENs ashore and afloat, efforts to reduce hazardous waste, and the tightening of rules concerning hazardous material disposal, the decisions on disposal of excess and used material are normally made by HAZMINCEN personnel. HAZMINCENs afloat follow the guidance in OPNAVINST 5090.1B series, Appendix L – Disposal of Shipboard Hazardous Material, OPNAVINST 5100.19 series, chapter C23, and local port disposal procedures. Shore HAZMINCENs will comply with local activity disposal procedures and OPNAVINST 5100.23 series, chapter 7. Used/excess HM, including rags, containers, and debris must be turned in to the HAZMINCEN or disposed of in accordance with local activity disposal procedures. Disposal instructions are provided in the revised HMUG and are also provided on PMS Maintenance Requirement Cards (MRCs).

The revised HMUG will be approved in Fiscal Year 2004. The document will be provided in the next PMS Force Revision and will be available on the Naval Safety Center web site (<http://www.safetycenter.navy.mil/>). The HMUG is a product of the Naval Safety Center working closely with the Naval Sea Systems Command, the

Naval Supply Systems Command, the Navy Occupational Safety and Health and Environmental Training Center, and the Navy Environmental Health Center. For further information, contact CAPT Charlene Brassington, OSH Programs Director at the Naval Safety Center, Code 90, at 757-444-3520 ext 7156, DSN 564, or charlene.brassington@navy.mil. For information concerning afloat Hazardous Material Control & Management (HMC&M), contact Mr. Carlos Cruz, Naval Sea Systems Command Philadelphia, Code 635, at 215-897-7696, DSN 443. (1-04)

BALLISTIC LASER EYE PROTECTIVE (BLEP) GOGGLES

MIP 6600/004-54 was developed to provide PMS coverage for Ballistic Laser Eye Protective (BLEP) Goggles and will be added to work center's LOEP upon receipt of feedback request identifying need for coverage. (2-03)

PMS RECODING IN-PROCESS

The FTSC's have been tasked by their NAVSEA sponsor to no longer create conventional coded Maintenance Index Pages (MIPs) (e.g. A-710, E-700, F-9, NM-001, etc.). We started with the SSN-774 providing MIPs using Expanded Ship Work Breakdown Structure for All Ships and Ship/Combat Systems (ESWBS) (S9040-AA-IDX-010/SWBS 5D). The ESWBS MIP number appears as four digits, (e.g. 1101, 1230, 2411, 2540, 2550, 5290, etc.). Not all conventional MIPs have been recoded at this time. The impact will mainly occur at the Submarine and Carrier level.

A utility has been created to automatically recode the MIPs in SKED. The utility is located in the SKED Update Utilities directory on all PMS CDs. For further information on the utility, see the **Running the SKED Update Utility** section of the Readme file.

For further information contact FTSCPAC @ (619) 556-0246, DSN 526-0246, or email pms@ftscpac.navy.mil or FTSCCLANT @ (757) 443-3872 ext 2576, DSN 646-3872 ext 2576 or email pms@ftsclant.navy.mil (2-03)

REPLACEMENT of SUPPLEMENTAL EMERGENCY ESCAPE DEVICES (SEEDs) by OCENCO M.20.2 EMERGENCY ESCAPE BREATHING DEVICES (EEBDs)

Ships outfitted with Ocenco M.20.2 Emergency Escape Breathing Device (EEBD) no longer have a requirement for Supplemental Emergency Escape Device (SEED). Ships outfitted with Ocenco EEBDs should ensure SEEDs are removed from ship and turned-in to Defense Reutilization and Marketing Office (DRMO). Submit feedbacks to omit MIP 6641/017 coverage for SEEDs and ensure that MIP 6641/004, providing maintenance coverage for the Ocenco EEBD, is assigned to the required work centers. If you have any questions, please contact FTSCCLANT POC (757) 443-3872, ext 1816, DSN 646, or pms@ftsclant.navy.mil. (1-04)

INTEGRATED CLASS MAINTENANCE PLAN (ICMP)

SUPSHIP, Portsmouth and PMS was tasked to create new 800 series Maintenance Index Pages (MIPs) to support Integrated Class Maintenance Plan (ICMP) as stated at the ISEA Planned Maintenance System conference in Virginia Beach, Virginia in March of 2003. We have completed the original test plan and the MIPs will appear on applicable Ship's List of Effective Pages (LOEPs). These MIPs and MRCs are not to be scheduled for Ship's Force. ISEA Point of Contact will be Terry Wong SUPSHIP, Portsmouth, Virginia.

For further information contact FTSCPAC @ (619) 556-0246, email pms@ftscpac.navy.mil or FTSCCLANT @ (757) 443-3872 ext 2576, email pms@ftsclant.navy.mil (2-03)

IS YOUR ACTIVITY RECORD UP TO DATE?

The FTSCs are in the process of updating Point of Contact information for all of their customers. With the advent of electronic responses to feedback reports, it is critical that your POC information is kept current. For shore activities we often mail to many codes at the same activity. To ensure each customer can be identified individually we modify the activity id numbers with one or more letters. We

must know the number and letters (if applicable) to ensure we identify and edit the correct record. Refer to the activity id on the upper left of your (LOEP) PMS-5 or the upper right of your address label. Submit POC name, phone number, and e-mail address to pms@ftsclant.navy.mil or pms@ftscpac.navy.mil (2-03)

PLANNED MAINTENANCE SYSTEM (PMS) WEB INFORMATION

The FTSCPAC and FTSCCLANT web sites have been consolidated and can be accessed at <https://www.ftsc.navy.mil>. To access the PMS portion of the web site go to Command Programs and click on PMS.

The site has recently been revised to provide more information pertaining to PMS programs and services. The site provides three areas for information and a PMS Comment form for customer feedback.

Information - Provides detailed information concerning PMS. A FAQ section provides information to assist in resolving installation, viewing, and printing problems with the PMS-CDs. The current Force Revision mailing status is provided, and the PMS Service Brief is available for viewing/printing.

Request for Services - Provides four forms for the user to submit. First, for fleet and other activities to submit address changes, second is for submitting an automated Feedback Report (FBR, OPNAV 4790.7B), third is the On-Line Text Data Base Account Request Form and fourth is the SPMIG Submit Form for new SPMIG number. Simply click on the applicable form, fill out the information and we will process.

Download Files - Provides the user access to download the SPMIG and New PMS Editor (NPE). SKED updates are available for download via a link to the Antech Systems Inc. website. We highly recommend users access the site monthly after the 10th, when the latest SPMIG, NPE, and other information programs are updated.

Points Of Contact – Provides a current listing of POCs for the PMS Program at FTSCCLant and

FTSCPac. There is also a link to a PMS Customer Comments form.

Email can be sent directly from the site, for further information contact FTSCPAC @ (619) 556-0577, or FTSCCLANT @ (757) 443-3872 ext 1877. (1-04)

PMS FEEDBACK REPORT (FBR) Submission of FBRs:

To ensure accurate submission for feedback reports:

- Feedbacks concerning PMS should be submitted via the SKED program, FTSC Web Site <https://www.ftsc.navy.mil> or hard copy. Submitting your feedbacks by one of these means allows for improved tracking and accountability. Submission via electronic means (SKED or Web) is encouraged. Electronic submissions reduces manual processing, expedites the delivery of the feedback to the appropriate response activity, and will lead to an improved response time. Do not use the Navy Integrated Call Center or Remedy program to submit PMS feedbacks, these programs do not allow the tracking, accountability, search, and retrieval that the PMS program provides.

Ensure hull number block is filled incorrectly. This block should be filled in with the Activity ID listed on the upper left corner of LOEP, if you are a LOEP customer. Non-LOEP customers have been assigned an Activity ID based on their UIC number and code, as listed on the upper right of the address label.

- Since there are multiple MIPs in some MIP groups, if the feedback concerns one MIP, fill in complete number in MIP block (i.e. 6641/003 not 6641/000). If you are adding/deleting several MIPs to/from a work center, you may use 'various' in the MIP block and list the complete MIP numbers in feedback description/remarks. For feedback, the MIP number is the key to assigning the feedback to the appropriate commodity specialist automatically by the system. Also, in the case of a MRC discrepancy, enter the MRC

SYSCOM control number, not the periodicity. Periodicities are subject to change.

- If you are transferring a MIP from one work center to another, submit only ONE feedback stating 'Transfer MIP _____ from work center XXXX to work center YYYY.'
- If ALL the MIPs from one work center are to be transferred to another work center, just send in ONE feedback stating transfer all MIPs in work center XXXX to work center YYYY. If you want to rename a work center, submit only ONE feedback stating 'Change work center designator XXXX to YYYY.'
- If a MIP is the responsibility of more than one work center, ensure MIP is in all applicable work centers. If it needs to be added to or deleted from a work center, submit feedback for appropriate action. The only time a feedback should reference deletion of an MRC is if the MRC is not applicable to your hull and there is no scheduling aid on MIP authorizing to delete it.
- If requesting deletion of a MIP, it is helpful to us to know the reason. Does another work center hold the MIP? Should it be transferred to another work center? Has the equipment been removed from the ship with no replacement? Was the equipment replaced with something else? If replaced, is there a follow up feedback reporting new equipment?
- If you are creating a new work center, submit ONE feedback requesting to create the new work center and list the applicable MIPs. A work center cannot be established without a MIP assignment. In the surface fleet, those who are establishing a damage control work center (EDC1/ER09) submit the one feedback with a list of MIPs to establish the work center and another single feedback listing the MIPs and stating to delete them from all other work centers. When deleting MIPs, note that the only MIPs that you will receive multiple copies of because they are in the damage control work center are 1671/1, 1671/8, 6300/1, 6641/3, 6641/4, and 6641/5. Your hull class determines the number of copies.

Only one copy will be issued of any other MIPs added to the damage control work centers.

- Work centers are four characters. Do not use hyphens except in shop work centers i.e. 56-A.

Shift Of Maintenance Responsibility:

OPNAVINST 4790.4C, Para 3-4.13 states that all requests to shift maintenance responsibility from one work center to another, to combine two or more work centers, or to split an existing work center, requires approval of the Type Commander. This request must be signed by the Executive Officer. The migration to all-electronic PMS feedback report submission, routing and processing circumvents the approval signatures at the Ship and TYCOM level. The electronic process necessitates a requirement for all feedback reports requesting a transfer of maintenance responsibility between work centers have the following statement in the Description block "The Executive Officer concurs with the shift of maintenance responsibility". Request ships 3MC ensure this statement is present prior to releasing a feedback report via an electronic means.

Nontechnical:

Electronic Feedback Reports (e-FBRs) dealing with changing of work centers, adding or deleting equipment should be flagged as 'other' or 'nontechnical'. These FBRs go directly to the LOEP manager for that ship or activity. This person processes the FBR by making the appropriate LOEP transactions or transferring it to the cognizant commodity specialist if it is technical. A FBR flagged as 'technical', that is not technical in nature, delays the response time. If not submitted electronically, all FBRs should be mailed to the appropriate Fleet Technical Support Center address and code listed on the front of this service brief. When a FBR consists of more than one page, use the same serial number for all pages.

Process Improvement :

The following message is quoted in part for your information:

“The PMSMIS will also inform the submitting ship when a FBR is passed to the commodity specialist or in-service engineer. Not yet implemented is a PMSMIS capability to route FBR answers directly to the submitting ships. This capability is expected with SKED release 4. In the interim, FTSCs and ISEAs are authorized by this message to send answers to ships via email.”

“To achieve a dramatically improved overall system response time, FBRs that can be answered in hours, must be answered in hours. Responses to the fleet will be coordinated with the appropriate FTSC, and forwarded by the FTSC electronically to the submitter.”

(1-03)

PMS CD-ROM

For questions regarding problems with installation, printing, etc., with the PMS CD-ROM contact one of the following:

FTSCPAC point of contact is Code 401CA
DSN 526-0577, Commercial (619) 556-0577,
email pms@ftscpac.navy.mil.

FTSCLANT point of contact is Code 4123 DSN
646-3872 ext 1891, Commercial (757) 443-3872 ext
1891, email pms@ftsclant.navy.mil

For additions, changes or deletions to PMS CD-ROM distribution contact one of the following:

FTSCPAC point of contact is Code 401CR DSN
526-0578, Commercial (619) 556-0578,
email pms@ftscpac.navy.mil.

FTSCLANT point of contact is Code 4123 DSN
646-3872 ext 1891, Commercial (757) 443-3872 ext
1891 email pms@ftsclant.navy.mil. (2-03)

CD-ROM INSTALLATION AND OPERATION TROUBLESHOOTING GUIDE

The following explains how to deal with common problems that have been reported while you are using

the NAVY PMS CD-ROM. If you cannot find the answers to your question or problem, call FTSC for technical support. The POCs and their phone numbers are contained in the READ.ME file on the CD-ROM or email FTSCPAC at pms@ftscpac.navy.mil or FTSCCLANT pms@ftsclant.navy.mil.

REQUIREMENTS

SYSTEM REQUIREMENTS:

Computer with Pentium 166 MHz processor or higher.
Windows 98, Windows ME, Windows NT 4.0, Windows 2000, Windows XP.
64 MB of RAM.
20 MB of hard drive space.

NOTE: The new PMSViewer prefers Microsoft Internet Explorer version 6.0 or later to be installed on the machine viewing the PMS cards. Internet Explorer version 5.5 can be used to view the documents, however some printer irregularities may occur when printing in landscape mode.

INSTALLATION TIPS

The instructions for installing the PMSViewer software are located in the README.TXT file located on the Navy PMS CD. (1-03)

PMS CD-ROMs ON LOCAL AREA NETWORKS

The PMS data and graphics files may be accessed directly from the CD-ROM or the data and graphics files may be copied to the LAN Server. In the latter case, the CD-ROM is not required on the local PC to view the PMS cards.

It is possible to copy the data, graphics, and PDF files to a shared network directory (or to have a shared CD-ROM drive) to be viewed amongst several PMSViewer computers. This would allow a single copy of the Navy PMS CD to service multiple computer terminals. Use the following steps to use this configuration:

- Install PMSViewer on all PC's that will be used to view the data, graphics, and PDF files, which are located on the PMS CD-ROM. This will only install the application files. The data and graphics files will not be installed.
- If the actual PMS CD-ROM is located on different PC/Server select "file" on the menu bar, select "Set Database Location" and select the correct location of the PMS CD-ROM.

To view multiple PMS CD-ROM types;

- Install the PMSViewer as outlined above.
- On the desktop, right click and select New Shortcut.
- Click Properties.
- In the Target Edit box, type the location or path of the PMS CD after the existing target. A single space should separate the directory path from the command line parameter, i.e.,

```
"C:\Program
Files\PMSViewer\PMSViewer.exe"
"D:\GAS\GAS.PMS or
\\server\GAS\GAS.PMS
```

Once you have renamed all of your short cuts and created command lines for each of them, you can click the shortcuts to access the various PMS CDs.

For additional assistance, contact your local LAN Administrator or contact one of the following:

FTSCPAC Code 401CA at DSN 526-0577,
Commercial (619) 556-0577
email pms@ftscpac.navy.mil or

FTSCLANT Code 4123 DSN 646-3872 ext 1877,
Commercial (757) 443-3872 ext 1877
email pms@ftsclant.navy.mil. (1-03)

SKED UPDATE STATUS AND GENERAL INFORMATION

Overview

SKED 3.1 is an essential upgrade that blows away previous versions and revolutionizes the way PMS is scheduled and maintained. SKED 3.1 incorporates a decade's worth of Fleet feedback and employs the latest technology, making this version a must have for every user. Released in February 2004, version 3.1 is making its way to every activity in the Fleet.

New Features of SKED 3.1

SKED 3.1 streamlines the FR process, embeds a new PMS Browser application, improves reporting capabilities and provides better ratings, saves man-hours, provides a whole new way to view schedules and offers greater flexibility across all user environments. Ultimately, SKED 3.1 makes the lives of sailors dramatically better.

The Force Revision process can now be completed faster than ever before. All of the labor intensive, time-consuming tasks associated with the FR have been obliterated. It is now a user-friendly process. SKED 3.1 remembers work center personalization from the previous revision. Once a document is deleted from the sailor's work center, SKED 3.1 will never try to add it back to the schedule, unless the document changes. A new Revision Changes Notification quickly shows which documents have been added, changed or deleted from the sailor's work center. The new improved Revision Editor automatically flags documents that need review, and improved color-coding and legends let the sailor instantly know the state of all PMS documents.

SKED 3.1 contains an embedded PMS Browser that enables sailors to review, locate and print PMS documents directly from the SKED. They no longer need a separate application. The Batch Print feature saves time by quickly printing all the documents in the work center, printing just the documents that are on the schedule, or printing just the documents that have changed. The Card Search feature quickly finds MIPs and MRCs by number, nomenclature or keyword.

The Reporting capabilities of SKED 3.1 are better than ever. The New Split Check feature lets sailors divide checks into two separate checks if they are unable to complete maintenance on all items of an EGL. Sailors can finally take credit for partially accomplished EGLs and defer checks that are not accomplished. All manual data entry for reports is eliminated. SKED 3.1 automatically tracks the number of scheduled checks, number completed, number of spot checks, and more for each work center. The new PMS Performance Report automatically fills in all the data and calculates ratings in real time.

A new Ship wide PMS Performance Report automatically combines all the work centers' PMS Performance Reports to generate a single ship wide report. Sailors no longer have to gather data from all work centers and spend hours generating the ship wide report themselves.

Until now, there were only three ways to display boards in SKED: cycle, quarter and weekly views. The new List View gives the sailor a whole new perspective. Checks are sorted by date, and the selected week is automatically highlighted, so it's easy to see which checks need the sailor's immediate attention. Icons instantly show the status of the check, and whether or not a spot check, a partial check or a split check has been performed. The List View even gives sailors a heads up if parts required for maintenance are missing so they can better manage their maintenance.

SKED 3.1 offers a different mode for every user. Whether the sailor wants to run SKED on a server, across a network, or on a stand-alone desktop, version 3.1 has every user covered. Server Mode uses Microsoft SQL Server 7.0 and interfaces with OMMS-NG, producing work candidates documenting sailor's man-hours and notifying sailors of the availability of parts. Network Mode lets sailors set up a centralized data location on a network for multiple users. If there's ever an upgrade, the sailor can make one quick change on the network server and every SKED user is automatically updated. Desktop Mode lets sailors run SKED 3.1 on a stand-alone computer. Multiple users can share data, or a single user can have their own set of data.

SKED 3.0 Users and Anyone Requesting a copy of SKED 3.1

SKED 3.0 users and anyone requesting a copy of SKED 3.1 need to contact the FTSCs for one of the following reasons:

1. Due to various licensing requirements and software version control issues, SKED 3.0 users must schedule an on-site installation.
2. Users did not receive SKED 3.1 and they would like to request a copy.

If users need to schedule an on-site installation or request a copy of SKED 3.1, contact the appropriate FTSC center:

FTSCLANT points of contact are CODE 4123 Commercial (757) 443-3872 ext 1800 or 1891 or DSN 646-3872 ext 1800 or 1891, or email pms@ftsclant.navy.mil.

FTSCPAC point of contact is CODE 401CA Commercial (619) 556-0577, DSN 526-0577, or email pms@ftspac.navy.mil. (1-04)

SKED Common problems:

The developer's web site, <http://www.antechsystems.com/sked.htm> has a Frequently Asked Questions (FAQ) section, which list problems with SKED. We recommend running "SKED Doctor" from the Tools menu whenever you suspect a problem with a work center. NOTE: the SKED Doctor feature is not available during a revision. We have received calls concerning SKED crashing unexpectedly. The problem has been isolated on PCs running NT, SKED, and a Diving Medical Training (DMT) program distributed by a Diving unit out of Panama City Florida. The problem appears to be caused by conflicts between DLL files. If you are with a Diving unit and have the DMT program loaded and SKED fails to run, the only fix is to reformat your hard drive and reload SKED. Prior to reformatting the drive save the work center folders and other files you wish to save to an external drive/storage media. **DO NOT REINSTALL** the DMT program. We recommend you run the two programs on separate PCs.

Technical support is available for PMS scheduler from the FTSCs:

FTSCPAC at DSN 526-0577, Commercial (619) 556-0577, or email pms@ftscpac.navy.mil

FTSCLANT at DSN 646-3872 ext 1800, Commercial (757) 443-3872 ext 1800, or email percy.saunders@ftsclant.navy.mil (2-03)

SKED AND ELECTRONIC FBRs

The Automated PMS Scheduler includes a FBR management program that will allow the generation and management of PMS Feedback Reports (FBRs) electronically.

SKED includes the electronic feedback report wizard, which in combination with the feedback report manager provides the capability to generate PMS Feedback Reports (FBRs) directly from SKED. The feedback report manager makes it possible to completely process a FBR electronically. This includes the review and approval process, FBR log, filing and status of FBRs. Work center supervisors, Division Officers, Department Heads, and 3M Coordinators can log on to the feedback report manager and open selected FBRs for review and approval. The feedback report manager produces a data file containing the approved FBR(s) in a form suitable for transmission to the Planned Maintenance System Management Information System (PMS MIS). The preferred means of transmission is via the web version of RADCOM. The data file is also suitable for attachment to email or SALTS messages addressed to: feedbacks@seajax.navy.mil. This method will not work with legacy RADCOM. New help topics in the SKED and feedback report manager programs provide additional background and detailed instructions for using this new feature. Technical support is available for PMS scheduler from the FTSCs:

FTSCPAC at DSN 526-0577, Commercial (619) 556-0577, or email pms@ftscpac.navy.mil

FTSCLANT at DSN 646-3872 ext 1891, Commercial (757) 443-3872 ext 1891, or email pms@ftsclant.navy.mil (1-04)

SKED TRAINING

ATGPAC/LANT 3M Team is offering a one-day SKED Limited Team Training (LTT). The LTT is a hands on workshop that will cover the creation of new work centers and installing Force Revisions. For more information:

ATGPAC SKED LTT point of contact is ICC Wood at DSN 526-6339, Commercial (619) 556-6339, or e-mail. Lesley.Wood@navy.mil

ATGPAC Technical Support point of contact is ICC Wood at DSN 526-6339, Commercial (619) 556-6339 or email Lesley.Wood@navy.mil.

ATGLANT point of contact is Gary Hudson at DSN 564-9612, Commercial (757) 444-9612 or email hudsongw@atgl.spear.navy.mil (1-04)