

July 12, 2004

FAST/NEMAIS Meeting:

- NEMAIS (version) 1.5 will be rolled out Oct 04 for MARMC, SWRMC, SERMC. This version of NEMAIS will concentrate in the areas of Financials and Human Resources. 4.0 of the I Level Maintenance only.
- Phase A1 of NEMAIS will enable a work order to be utilized when assessing an entire ship. This is for HR and financial information only.
- The next release of NEMAIS will be rolled out March 05 (Version 1.6). Japan will be included in this rollout. The assessment process will not be in the release of Version 1.6.
- **IDENTIFIED GAP:** The next two rollouts of NEMAIS will not be capable to handle assessment requirements as identified by the Common Processes Group. This is a gap between the Common Assessment Process and the capabilities of NEMAIS.
- **IDENTIFIED GAP:** Will NEMAIS support the hundreds of Go Assess 2kilos and Assessment 2kilos that will be fed into RMAIS.
- **IDENTIFIED GAP:** Another concern was will a job be able to be updated in NEMAIS after it has been closed in RMAIS. Michael Nusbaum / FFC, researched this issue and confirmed that yes, a 2kilo will be able to be updated after it is closed in NEMAIS.
- Phase A2 is scheduled be rolled out Late summer of 06. This rollout will move closer to merging with the NAVY ERP. Once the NAVY ERP is up and running, NEMAIS will go away and the NAVY ERP will be in place for certain RMCs. It will be rolled out to all of the RMCs one at a time. The schedule for conversion to the NAVY ERP has yet to be released.
- April 2006, is the anticipated rollout date of the NAVY ERP to SWRMC only.
- Any engineering changes to be made in NEMAIS, the Deputy Secretary of the Navy has to approve them first. He just approved the phase A1 gaps to be made.
- Conrad Hedderich discussed the Business Process Re-Engineering (BPR) presentation. It appears NEMAIS is on schedule to make Oct 04 deadline.
- **(See BPR presentation on FTSC website)**
- A key concern with NEMAIS was that it cannot be mobile. As in regards to assessments, you must stay connected to a Navy LAN at all times. Users will not be able to utilize NEMAIS while underway or without access to the Navy LAN. FAST is mobile and is not dependent upon a LAN connection to operate and upload jobs into the ship's CSMP.
- NEMAIS has not analyzed what would be involved in writing a 2kilo directly into the ship's CSMP.
- **IDENTIFIED GAP:** - NEMAIS has not been able to address and incorporate the assessment requirements as identified by the assessment working group. It has been noted that there is a Common *Maintenance* Process, but not an established/approved Common Assessment Process.
- It is envisioned that the functionality of ICMP will eventually be taken over and eliminated by NEMAIS/NAVY ERP.

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FAST/NEMAIS Working Group

- Shipmain is pushing that all of the Maintenance Ready 2kilos will not reside in the ship's CSMP files, but in the shore files.
- The CSMP 2 kilos will be pushed to the shore file, there they will be screened, and scheduled for next time they are due to be accomplished. The Maintenance Team will be responsible for the screening and planning of the work for each ship.
- If a discrepancy is found, a MRC would be "Pulled" to repair the issue.
- **IDENTIFIED GAP:** - NEMAIS will need to pull down all ICMP 2 kilos. A question was raised as to whether or not ICMP 2kilos (Also called work orders) can be inputted into the NEMAIS Library.
- A "Pushed" job flows into RMAIS then NEMAIS pulls that job from RMAIS.
- 3 processes of "Pulling" a 2 kilo were identified: 1). The West Coast goes through the Maintenance Support Tool (MST). MST has all of the same data as ICMP and MST auto updates. 2). One can go directly into ICMP and produce a "Call Down" (M0001 file). 3). Replicate ICMP data into FAST or other Assessment Tool.
- NEMAIS Version 1.5 - Oct 04 Rollout options for tracking assessment jobs/time/work hours:
 - 1). Roll up jobs in RMAIS (they are hidden) and the roll up job to NEMAIS. Someone will then have to manually close the job in RMAIS.
 - 2). Defer one Maintenance Work Order with all the 2 kilos under that 1 work order. After they are completed, someone will have to close that 1 work order in NEMAIS or RMAIS.

- 3). Create one work order for every 2 kilo and manually close each and every work order in NEMAIS or RMAIS
- 4). Do not broker the jobs to NEMAIS at all. Broker the jobs to Legacy and just have 1 work order to close.
- It was pointed out that all jobs will not be done as an assessment availability. Assessments will also include the smaller, systems specific events. Today, these small events either enter their findings directly into the ship's CSMP, or come back and let the Maintenance Team enter their discrepancies directly into RMAIS.
- Utilizing the RCM minimum requirements, it cannot be predicted when to assess a piece of equipment, equipment breaks with no schedule.
- The Fleet Analysis Center is defined to perform the following analysis:
The Fleet Analysis Center schedules to repair these failures, it schedules the corrective action.
- The FAC gives a list of systems to be assessed and then the 2kilos are will be pulled relating to those systems.
- ICMP data is not only class specific, but is also ship specific. The ICMP is ready to have different periodicity for every ship.
- On the West Coast, the ship's CO is part of the Maintenance Team. He is talking with the Port Engineer and the Port Eng knows what systems are having problems. The Maintenance Team is heavily involved in the final say of what systems will be assessed.. The Maintenance Team provides the funding for the assessments (TYCOM or Maint Team).
- Vice The East Coast which does not take the ship's input when determining what systems are to be assessed.
- The Maintenance Teams will be in place by D72:E72Fall 04, to screen and broker the work based on the ICMP and ship schedules. Training for the Maintenance Teams will begin port by port.
- The TYCOM, Fleet Analysis Center (FAC), and Ship all communicate their findings/requests/requirements to the Maintenance Team. The Maint Team then pulls the 2 kilos from the ICMP.
- A major difference between NEMAIS and FAST, is that NEMAIS is a Project Mgt Tool, initially created for work orders, not for writing and documenting 2 kilos.

Main Session Common Process Meeting

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- Shipmain Process:

- All assessments will be on MRC cards.
- 20-25% of the ICMP is scheduled. The ICMP will be pulled to the shore file. These include Repairs, maintenance, assessments, and alterations. From the shore file, all 2 kilos will need to be screened and brokered for an availability/assessment.

- NEMAIS Presentation/Discussion:

- Currently rolled out to SWRMC, MARMC, SERMC and is executing Intermediate Maintenance (I Level Maintenance). NEMAIS will eventually be rolled out to Japan.
- Discussed Phase A1 - HR and financials - Keeps the books and pay people in NEMAIS - All by Oct 04. More and more more RMC business will be added and implemented into NEMAIS.
- There are 4 ERP pilots out there and NEMAIS is one of them.
- Phase A1 had 30 gaps/changes to be made and all have been approved and implemented. NEMAIS 1.5 is being tested tested and will be live on Oct 04.
- Phase A2 (NEMAIS 1.6) is scheduled to go live March 2005. This version will address executing the availability, more of of the management end of NEMAIS.
- Currently the NAVY ERP is identifying the functionality requirements.
- NAVAIR, NAVSUB, SPAWAR, and NAVSURF will be combined to one software. It will be known as the Military ERP The estimated timeframe of conversion to the NAVY ERP starting at SWRMC is April 2006. SERMC and MARMC will be converted to this systems at the same time after SWRMC. The goal is to have all Surface sides of the RMCs up an running by September 29, 2006. This does not include the Air Craft or Submarine communities.
- Changes that C100are made and implemented in NEMAIS, needs to be able to seamlessly roll into the NAVY ERP solution.
- It was reiterated that NEMAIS is only I Level Maintenance. The initial focus was a SIMA availability, which means the ship is in port. NEMAIS is geared towards this, not when ships are at sea. NAVY ERP is not focusing, at this time, on underway needs. There is no intention for NEMAIS to close this Identified Gap.

Standard Statement Update - Pat Horton

- A general review process is the goal. Guidelines / Best Practices for reviewing statements need to be established.
- Phase 1 of standard statements was tasked to make the Block 35 of a 2kilo standard so that Subject Matter Experts can accurately and efficiently input their discrepancies found and recommended repair actions into the ship's CSMP. The text in the Block 35 is broken down to these blocks; System, Component, Subcomponent, Failure Mode, & Repair

Action.

- There are currently two ways of reviewing and creating standard statements: 1). Web-Based on FTSCCLANT server pulled down by system. 2). The access database - created by CACI (off-line)

ACTION ITEM: Tom Wilson of CACI send Standard Statement Database to Conrad Hedderich

- Phase A2 of NEMAIS, one will be able to use catalogs in NEMAIS to write 2 kilos. (Catalogs are very similar to Stnd Statement database.)
- At the last MER, the IFF systems Statements were noted to be written very well and were reviewed by the Subject Matter Experts at the MER.

Procedure Update - Mark Kiser

- The purpose and goal of common procedures is to standardize how the Fleet performs assessments. MRC cards will be created from all of the assessment documents that are currently being utilized and followed.
- These procedures will be put into PMS and this format is how the assessment procedures will be distributed.
- NAVSEA guidelines wanted single, stand alone procedures for assessments.
- At the end of May 2004, FTSCCLANT will be 100% completed with their procedures for the Surface side for NAVSEA and ISEA review for the upcoming MERs (Maintenance Effectiveness Review). NAVSEA will input these MER procedures into the ICMP.
- 95-97% of the procedures for Surface ships at the equipment level have been converted to PMS format.
- Submarine and Carriers will be the next phase of the MER reviews. Separate database will be created for Submarines, Carriers and INSURV.
- Combat Systems procedures are all MRCs., Damage Control are 95% non MRC format, Submarines 90% MRC format, Carriers 80-95% combat systems are existing MRCs. The majority of HM&E procedures are not MRC format.
- Ken Jacobs of NAVSEA stated that the Carriers are next for the MER review. These will begin once surface MERs are all complete. All Subject Matter Experts (SMEs) will be required to carry their procedures with them onboard every assessment. The ship will not provide these for the SMEs.

MER Update - Marc Borkowski

- 7 MERs have been completed. As of July 13th, there are two more MERs to be completed for Surface. These will all be completed at the end of July.
- At the end of the MERs, 4600 procedures are expected to be reviewed.
- Results from the first 4 MERs are listed below:
 - 33% eliminate entire MRC as "Off Ship" - Meaning, Ship's Force can do the assessment.
 - 24% - Push - are MRCs to be scheduled. Pushed from ICMP
 - 43% - Pull are MRCs to be non scheduled - Meaning these are not required to be a set schedule. "Pulled Assessment Tasks". Will be housed in ICMP, but will only be accessed if there is a failure or a request for these procedures.
- All three categories of procedures above will be housed in the ICMP.
- ACTION ITEM:** Marc Borkowski will clarify if the 33% are to not be performed at all during an assessment, or if they were simply categorized that ships force can complete these procedures
- All the technical expertise and relevant data were at the MERs. All of the procedures scheduled at the MERs were reviewed very thoroughly.
- ACTION ITEM:** Marc Borkowski will research what equipment falls into which category (33% - S/F capable, 24 % - Pushed procedures, and 43% - Pulled procedures.)
- All of the 2kilos in the ICMP are Maintenance Ready by the definition of the Maintenance Ready 2 kilo.

JSN Assignment - Marc Borkowski

Marc Borkowski touched base with the TYCOMs and below are the findings:

- AIRPAC - Use the letter "Q", but really have no other interests in a specific letter indicator
- AIRLANT - No specific Letter indicator
- SURFLANT - Use A, C,Z,, V, R - Common with 3M.
- SURFPAC - No specific Letter indicator
- SUBPAC - No interests in a specific letter indicator
- SUBLANT - No interests in a specific letter indicator
- INSURV - Utilizes the letter "R"
- MMBU - Utilizes "A", "C", "Q", "R", "V", "Z"
- RMAIS, 3M, OMSNG will accept any number of alpha numeric characters in the JSN.

- The only issue is with SNAP 1, will only accept one alpha numeric character. A working Group needs to be established to resolve this issue.
- It was suggested to add a record into 3M so the DataStream and JSN would not have to be referenced in the Blk 35. If 3M changes, so does, OMNS, ORS, RMAIS, SNAP, NEMAS, etc... Very costly and requires a lot of manpower. The Working Group would need to recommended resolution to the following issues: 1). 1st character of the JSN, 2). Determining if the JSN could go into a another field in 3M other than the Blk 35, 3). Standardize the names of the assessments (i.e. C5RA, CRR, C5I)
- Working Group members for the next meeting: Marc Borkowski, Mark Kiser, Conrad Hedderich, Al Trippel, Bob Strait.

SLR/SEL Discussion - Marc Borkowski

- As of July 13th, over 250,000 Level 1 & Level 2 SLRs exist.
- 52% (6,391records) of the 12,282 Level 1 settings were changed to "N" in CDMD-OA. This means that information is no longer required. **This Message regarding the SLR issues is posted on FTSC Website.**
- It was confirmed that the 3M Systems is not accepting overwriting of JSN history. Does not take old information and replace with new information.
- September 04 is the updated due date of all systems being corrected and not allowing the overwriting of history. RMAIS has to pass it, and 3M needs to accept it.
- The Work Candidate Identification Number (WCIN) is assigned by OMNS-NG. For 2 kilos that flow from the ship to RMAIS, RMAIS assigns the WCIN.

Fleet Analysis Center (FAC) Update - Mark Kiser

- The Fleet Analysis Center is defined to perform the following analysis:
- The FAC pulls the same information as the TMA-TMI process.
- The FAC is tracking timeframes (2kilos - when they are entered, when they are completed - duration of open to close.), parts - how long it takes to receive ordered parts.
- All CASREP information published in the FAC is 6 months old due to security issues.
- If items are not posted, contact LANT (Mark Kiser) to find out if that information can be pulled.
- The FAC is based on the accuracy of 3M.
- The FAC tracks trends, but does not flag reoccurring items.
- There is Engineering Analysis within the FAC. Engineering Departments at the RMC's should utilize this group.
- The FAC is not currently part of the assessment process.
- The baseline of the FAC is TMA/TMI information. Other requirements can be requested.

ACTION ITEM: Mark Kiser will prepare what the purpose of the FAC & what it does. Will send to Suzanne Weinstein to be included with the minutes.

- The VISIT ANALYSIS CENTER
 - All 2kilos written by the techs before they are uploaded to the ships CSMP are housed here.
 - All JSN and affiliated parts are listed here.

Standard Statement Working Group

- Currently, LANT goes to the FTSC website to review their standard statements and SWRMC utilizes the CACI offline Access Database (Standard Statement Database).

ACTION ITEM: Tom Wilson (CACI) will follow up with art Anthony (CACI) to see if the Standard Statement User Guide can be posted on the FTSC Website.

- Standard Statements Review Guidelines:

Main Goals for the End Users: 1). Increase end user productivity, 2). Decrease end user paperwork.

- Main Goals for the System Owner: 1). Increase one time flow through, no corrections or revisions. , 2). Increase accuracy of equipment assessment, 3). Increase visibility of repeat discrepancies, 4). Increase inter and intra ship class trending failures.

- It was reiterated that all Stand Statements have to be tied to an EOC.

ACTION ITEM: Roger Vandveer will task a contractor to gather TSP data from Corona, sort the data into required format of Standard Statement database, and send to Pat Horton and Tom Wilson for their review of the standard statements.

- It is the Assessment Director's job to monitor the Stnd Statement use on assessments. (New statements should not be overwriting existing statements).

- Techs should be able to look for a standard statement related to their equipment, but falls under another system. I.e. a tech looks for an elevator switch standard statements, he does not find what he is looking for. He should be able to

review all statements for switches to see if there is a valid statement that already exists.

Action Item: Tom Wilson meet with Art Anthony to determine if the restriction can be removed in the Stnd Stmt Database, that allows a SME to review or choose a statement related to another component or system.

Action Item: Dave Land - If the restriction mentioned above can be removed, LCE will have to program FAST to alert the user that a new EOC needs to be assigned to that statement.

Action Item: Tom Wilson meet with Art Anthony to determine if the user will be able to view the entire complete Block 35 after they have entered all the required fields.

Action Item: Pat Horton - When RMCs are stood up and Dept Codes assigned, Will finalize who is responsible for review process (which supervisors or codes).

Action Item: Pat Horton - Continue to establish review process for Standard Statements (Who, when, duration of reviews, etc..)

Action Item: Pat Horton - Meet with Marc Borkowski to gather a sampling of the MER Q Tasks and review for standard statement utilization.

'July 14, 2004

JSN Discussion

- SNAP ships do not generate a WCIN. One recommendation is to use "Z" for assessment and repairs. Another recommendation is to use "Z" coming out of ICMP for assessment and repairs, use another letter for anything else written (shipcheck).

- It was determined that the following letter need to be kept and reserved for it's current purpose: "Y" - Port Engineer "Z" - Assessments & Repairs , "R" - INSURV, "A" - Any other 2 kilos not from ICMP, "V" Aviation.

- The MMBU needs to reconvene to determine what letters are going to be assigned to what group. It was pointed out that Kathy Kasper at CLOG manages this table.

ACTION ITEM: Marc Borkowski will set up a teleconference to discuss this further.

FAST Discussion

- Captain Hanson wants details as to why FAST cannot be used Fleet wide. Michael Nusbaum FFC Representative was to gather this information from all attending the Common Process Meeting.

- West Coast - Surface and Submarines utilize FAST

- East Coast - 1 Oct, FAST will replace Common 5, 1 Oct, FAST will be utilized for surface and submarine C5RAs.

- Organization not using FAST: 1). Carriers (Both HM& E and C5s), 2). SURFLANT N43 - uses MAXIMO, 3). INSURV - uses PRISMS

- FAST is NMCI Compliant

- Captain Hanson needs to know from TYCOMS, why FAST isn't working.

- The **main concerns** that all organizations have with FAST is that FAST does not provide a configuration test plan and FAST is not a total project management tool.

- **AIRLANT Representative - ROCKATS is fully based on SCLISIS tool - 60-70% of all 2kilos are entered on assessments** using ship's CSMP. Why ROCKATS is still being used over FAST in AIRLANT:

1). ROCKATS is logistics management - Alts, configurations, CK's

2). ROCKATS can access 5 types of files that SCLISIS has.

3). If a tech writes a 2kilo - ADP officer decides what RIN it needs to be written against. Everything that AIRLANT tests, has a RIN and a SCLISIS nomenclature.

4). All CK balances and configurations are done in ROCKATS.

- AIRLANT's main concerns with FAST: 1). Items to be assessed (test plan) , 2). Lack of capability to assess all SCLISIS files and utilize them. FAST is not a SCLISIS based tool.....

- It was pointed out that the "To Be" environment is that the RMC's will run the assessments, not the TYCOMS. They will give the RMC's their requirements and the RMC's will run the assessment.

SURFLANT Representatives - There are 15 Gaps between FAST and MAXIMO.

1). MAXIMO is a Work Order Systems and a Project Management Tool with similar capabilities that NEMAS fulfills.

- SURFLANT N6 Representative - 1). EOC roll up is being addressed 2). Reports - There are two required daily reports that FAST does not currently provide.

FAST MATRIX - Rich Caccese

- **(See FAST MATRIX posted on FTSC Website)**

- The entire group reviewed the matrix and re addressed the importance and requirements for all TYCOMS represented.

-After the first "Chop" it was determined that the list still needed to be re-categorized by "Must Haves" (High Priority) and "Nice to Haves" (Medium to low Priority).

Final Report Discussion - John Spencer

- On the Type Assessment Screening Report - Change Assess to Availability

- Ships Un-obligated - Remove from under Requisitions filled.

- **Identified Assessment/Business Process Gap:** Only Combat Systems collect TSP data, HM&E does not.

- Type Assessment Screening Report - Tech Assist - TA3 - Not FTSC

- I Level - TA2 - Not IMA

- **Identified Assessment/Business Process Gap:** Safety/Significant Discrepancies - FAST creates a JSN as soon as a discrepancy is approved. This is an issue with AIRLANT because they do not upload the 2 kilos to ship's CSMP until after the Port Engineer has reviewed it.

ACTION ITEM: Mark Kiser and Bruce Zanke will review the current Parts report and give their feedback and changes to John Spencer.

- **Identified Assessment/Business Process Gap:** AIRPAC is the only TYCOM who reviews the final reports from any assessment.

- **Identified Assessment/Business Process Gap:** CNSL N6 does not show the EOC to the ship. AIRPAC uses start and finish EOC to show the efficiency of the assessment. AIRPAC would like a separate report, just for EOC.

ACTION ITEM: John Spencer establish meeting time (conference call or teleconference) with Final Reports Group to discuss additional final report requirements.

ACTION ITEM: Final Reports will be discussed and finalized for one standard final report for all assessments next week at the Process Working Group Meeting. (26-29 July).

Assessment Director Training Manual - Working Group

- Collected several Assessment Director Manuals and put into 1 manual which is broken up by the following:

- Section 1 - Organization & Responsibilities - LANT

- Section 2 - Test Criteria - LANT

- Section 3 - Preparing for a visit - PAC

-Section 4 - Reporting - PAC

- Appendix - PAC

- Acronyms - LANT

ACTION ITEM: - Dave Hackett - Distribute AD Manual to LANT representatives and have their feedback sent back to Suzanne Weinstein at SWRMC for their review.

ACTION ITEM: - Suzanne Weinstein - Distribute AD Manual to PAC representatives and have their feedback sent back to Dave Hackett at MARMC for their review.

- 09 August 04 - Assessment Process needs to go to Conrad Hedderich for his review. If NEMAIS does not have this process by 09 August, NEMAIS will not be able to meet their 01 March 05 deadline.

- Conrad needs the Business Rules that talk about the low level of the assessment process, not the high level.

- All TYCOMS will be meeting with the NEMAIS representatives the week of 26 July, to determine requirements and finalize the Business/Assessment Process

Next Meeting:

14-15 September - Norfolk, VA

its

