

RATUZYUW RUCBCLF1862 2941137-UUUU--RULSSEA.
ZNR UUUUU ZUI RUCOMCA0285 2941150
R 211137Z OCT 02 ZYB PSN 886820M32
FM COMFLTFORCOM NORFOLK VA//N01//
TO RUCBCLF/CINCLANTFLT NORFOLK VA//N43//
RHHMHAA/CINCPACFLT PEARL HARBOR HI//N43//
RHHMHBA/CINCPACFLT PEARL HARBOR HI//N43//
RUCBKMC/COMSUBLANT NORFOLK VA//N43/N6//
RUWFEEA/COMNAVAIRPAC SAN DIEGO CA//N43/N6//
RUWDEAA/COMNAVSURFPAC SAN DIEGO CA//N43/N6//
RHHMDBA/COMSUBPAC PEARL HARBOR HI//N43/N6//
RUCOSSA/COMNAVAIRLANT NORFOLK VA//N43/N6//
RUCBTFA/COMNAVSURFLANT NORFOLK VA//N43/N6//
RHMFIUU/FTSCPAC SAN DIEGO CA//00//
RUWDHLU/FTSCPAC SAN DIEGO CA//00//
RUCOQAM/FTSCLANT NORFOLK VA//00//
INFO RUENAAA/CNO WASHINGTON DC//N4/N43/N5//
RUCBCLF/CINCLANTFLT NORFOLK VA//N6//
RHHMHAA/CINCPACFLT PEARL HARBOR HI//N01/N6//
RHHMHBA/CINCPACFLT PEARL HARBOR HI//N01/N6//
RULSSEA/COMNAVSEASYSYSCOM WASHINGTON DC//04/04B/05/05B//
RUWDHFG/COMSPAWARSYSCOM SAN DIEGO CA//00/04//

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RHMFIUU/COMNAVAIRSYSCOM PATUXENT RIVER MD//00/04//
RULSFAN/COMNAVAIRSYSCOM PATUXENT RIVER MD//00/04//
RULSAMX/COMNAVSUPSYSCOM MECHANICSBURG PA//00//
RULSBMS/NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA//00//
RHMFIUU/NAVSURFWARCENDIV PORT HUENEME CA//00//
RUWFPBC/NAVSURFWARCENDIV PORT HUENEME CA//00//
RHWISAZ/NAVUNSEAWARCENDIV KEYPORT WA//00//
RUWDXCW/SOUTHWEST RMC SAN DIEGO CA//00//
RUCOGAO/SUPSHIP NEWPORT NEWS VA//00//
RHWIPRQ/SUPSHIP PUGET SOUND WA//00//
RHMFIUU/SUPSHIP SAN DIEGO CA//00//
RUWDXBQ/SUPSHIP SAN DIEGO CA//00//
RHMFIUU/SUPSHIP PORTSMOUTH VA//00//
RUCOAGG/SUPSHIP PORTSMOUTH VA//00//
RHMFIUU/SUPSHIP JACKSONVILLE FL//00//
RHFJFFJ/SUPSHIP JACKSONVILLE FL//00//
BT
UNCLAS //N02300//

THIS IS A 2 SECTION MESSAGE COLLATED BY DMDS

MSGID/GENADMIN/COMFLTFORCOM//
SUBJ/FTSC SUMMIT II RESULTS//

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REF/A/GENADMIN/COMFLTFORCOM/181245ZJUL2002//
AMPN/REF A IS COORDINATED CINCLANTFLT/CINCPACFLT DISTANCE SUPPORT
(DS) MESSAGE//
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RMKS/1. THIS MESSAGE WAS COORDINATED WITH CINCLANTFLT AND
CINCPACFLT. THE PURPOSE OF THE FLEET TECHNICAL SUPPORT CENTER
(FTSC) SUMMIT II HELD 6-17 MAY 2002 AT CINCPACFLT WAS TO BUILD ON
THE RESULTS OF PREVIOUS SUMMIT AND MAKE DECISIONS NECESSARY TO:
A. ALIGN THE MISSION, FUNCTIONS, TASKS, AND FUNDING STREAMS OF
THE TWO FTSCS.
B. DEVELOP COMMON BUSINESS RULES FOR FTSC OPERATIONS WITH THE
FLEETS, WARFARE CENTERS AND EACH OTHER.
C. STREAMLINE THE OPERATIONS TO ELIMINATE REDUNDANCIES BETWEEN
FTSCS AND SYSCOMS.

2. PARTICIPANTS: WEEK ONE ATTENDEES AT THIS TWO WEEK SUMMIT INCLUDED COMMANDING OFFICERS AND TECHNICAL DIRECTORS OF THE TWO FLEET FTSCS, FLEET AND TYCOM MAINTENANCE OFFICERS (N43). DURING THE

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SECOND WEEK COMMANDING OFFICERS AND SENIOR EXECUTIVE SERVICE (SES) REPRESENTATIVES FROM NAVSEASYSCOM AND NAVSEA WARFARE CENTERS ACTIVELY PARTICIPATED WITH THE WEEK ONE PARTICIPANTS IN THE DISCUSSION AND DECISION MAKING PROCESS.

3. RESULTS:

A. FTSC FIRST: FTSCS HAVE THE SOLE RESPONSIBILITY FOR INITIAL RESOLUTION OF PROBLEMS WITH ALL SHIPBOARD INSTALLED SYSTEMS AND EQUIPMENT UNDER THEIR COGNIZANCE. [AREAS SPECIFICALLY EXCLUDED ARE: NAVSEA 08 COGNIZANT EQUIPMENT (SEA 08), TRIDENT MISSILE WEAPONS SYSTEMS (SSP), AIRCRAFT (NAVAIR), CATAPULTS AND ARRESTING GEAR-ALRE (CNAF, NAVAIR AS APPROPRIATE), SUB-SAFE (SEA 92), NUCLEAR WEAPONS INSPECTIONS (TYCOM), SPECIAL CLEARANCE MATERIAL (SPAWAR), UNDERSEA AND LAND BASED SURVEILLANCE EQUIPMENT (NUWC, NSWC AS APPROPRIATE), FLIGHT DECK CERTIFICATION (NAVAIR), DIVER LIFE SUPPORT SYSTEMS (SEA 00C, NAVFAC), AND NON-PROGRAM OF RECORD (PRE-PROTOTYPE PROGRAMS) (COGNIZANT PROGRAM OFFICE)]. FTSC WILL PROVIDE OR OBTAIN THE NECESSARY TECHNICAL ASSISTANCE USING ORGANIC TECHNICAL EXPERTISE OR, IF UNAVAILABLE, UTILIZE OTHER ACTIVITIES AS REQUIRED. IT IS INCUMBENT ON ALL ACTIVITIES TO ENSURE THAT REQUESTS FOR ASSISTANCE RECEIVED DIRECTLY FROM FLEET UNITS ARE COORDINATED WITH THE

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APPROPRIATE FTSC, PRIOR TO TAKING ACTIONS, IOT AVOID NEEDLESS DUPLICATION OF EFFORT AND EXPENDITURE OF FUNDS. THE NAVY INTEGRATED CALL CENTER (NICC) WILL ENSURE THAT CALLS FOR ASSISTANCE ARE ROUTED TO THE APPROPRIATE FTSC.

B. DISTANCE SUPPORT: IAW REF A, INCREASING USAGE OF DS WILL BETTER LEVERAGE AVAILABLE CONNECTIVITY AND TECHNOLOGY TO SUPPORT FLEET UNITS BY THE SHORE ORGANIZATIONS. DS WILL BE THE METHOD FOR AFLOAT UNITS TO REQUEST ASSISTANCE AND INFORMATION IN THE AREAS OF TECHNICAL ASSIST, PERSONNEL, LOGISTICS, MEDICAL AND OTHER AREAS AFFECTING QUALITY OF SERVICE. DS ENABLES FLEET UNITS TO OBTAIN REMOTE ASSISTANCE, ANYWHERE AND AT ANY TIME TO RAPIDLY RESOLVE ONBOARD PROBLEMS AND COMMUNICATE DIRECTLY WITH TECHNICAL EXPERTS. REF A CONTAINS CONTACT INFORMATION TO ENABLE FLEET UNITS TO REACH BACK FOR ASSISTANCE.

C. FLEET MODERNIZATION: FLEET MODERNIZATION INCLUDES SHIPALTS (K, D, AND AERS), MACHALTS, ORDALTS, FIELD CHANGES (FCS), AND ECPS. FTSCS WILL MAINTAIN AN OVERSIGHT ROLE IN SHIPALT INSTALLATION TO THE MINIMUM EXTENT NECESSARY TO MAINTAIN TECHNICAL PROFICIENCY OF FTSC PERSONNEL. FOR MACHALTS, ORDALTS, FCS, AND ECPS, FTSC EFFORT WILL BE AS NEGOTIATED WITH THE RESPECTIVE TYCOM AND PROGRAM MANAGER.

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D. SHIP REPAIR CONTRACTING: ALL SHIP REPAIR CONTRACTING AUTHORITY AND CONTRACT EXECUTION RESPONSIBILITY WILL BE SHIFTED TO THE SUPERVISOR OF SHIPBUILDING (SUPSHIP). USE OF FTSC FOR REPAIR WORK OVERSIGHT AND TECHNICAL ASSISTANCE WILL BE REQUESTED AND FUNDED BY SUPSHIP.

E. PIER-SIDE REFURBISHMENT: FTSC INVOLVEMENT IN ANY PIER-SIDE REFURBISHMENT PROGRAM WILL BE LIMITED TO PROVIDING DETAILED REPAIR RECOMMENDATIONS, VIA MAINTENANCE-READY 2 KILOS, AND TECHNICAL CONSULTATION AS REQUESTED AND FUNDED BY SUPSHIP.

F. UNREP TECH ASSISTS: NSWC, PHD WILL CONTINUE PROVIDING UNREP TECHNICAL ASSISTANCE FOR ALL WEST COAST SHIPS AND EAST COAST MSC VESSELS. FTSC/LANT WILL PROVIDE TECHNICAL ASSISTANCE TO USN SHIPS IN THE LANT FLEET AOR.

G. PMS & SCLISIS: NAVSEA 04 PMS/SCLISIS FUNCTIONS PERFORMED BY BOTH FTSCS WILL BE CONTINUED.

H. ILO: ILOLANT WILL MERGE WITH FTSC/LANT. THIS ALIGNS THE FUNCTION ON BOTH COASTS.

I. COMMON ASSESSMENT PROCESS: THE SUMMIT DIRECTED THE DEVELOPMENT OF COMMON PROCEDURES AND CRITERIA AND A STANDARD ASSESSMENT TOOL FOR MATERIAL CONDITION ASSESSMENT OF INSTALLED

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SHIPBOARD SYSTEMS AND EQUIPMENT. THIS ASSESSMENT PROCESS WILL CONSIST OF A HULL, MECHANICAL AND ELECTRICAL READINESS ASSESSMENT (HM&ERA) AND A COMBAT SYSTEMS, COMMAND, CONTROL, COMMUNICATIONS AND COMPUTER READINESS ASSESSMENT (C5RA). THE HM&ERA WILL BE CONDUCTED IN TWO PHASES. PHASE ONE IS A TYCOM-LED EFFORT CONDUCTED DURING A SCHEDULED CNO AVAILABILITY WHICH CONSISTS OF INDUSTRIAL INSPECTIONS USED FOR DEVELOPMENT OF FUTURE CNO AVAILABILITY WORK PACKAGES. HM&ERA PHASE TWO WILL NORMALLY BE CONDUCTED SIMULTANEOUSLY WITH A C5RA AS SCHEDULED BY THE TYCOM. THE ASSESSMENT PERIOD WILL BE APPROX TWO WEEKS FOR SURFACE COMBATANTS AND APPROXIMATELY THREE WEEKS FOR AN LHA/LHD. FTSC PERSONNEL WILL PARTICIPATE IN HM&ERA PHASE TWO AND C5RA ASSESSMENTS AS COORDINATED BETWEEN THE TYCOM AND FTSC. THE COMBINED ASSESSMENT PERIOD WILL IDEALLY BE CONDUCTED AFTER INDIVIDUAL UNIT TRAINING AND PRIOR TO COMPTUEX SO THAT SYSTEM GROOMS ARE COMPLETED PRIOR TO INTEGRATED BATTLE GROUP WORK UPS IN ORDER TO MAXIMIZE EQUIPMENT OPERABILITY FOR TRAINING AND DEPLOYMENT. THERE ARE SEVERAL REASONS FOR THESE CHANGES TO THE ASSESSMENT PROCESS:

- TO MINIMIZE IMPACT ON SHIPS FORCE PERSONNEL AND OPERATIONS.
- REDUCE THE NUMBER OF ASSESSMENT TEAM VISITS AND MINIMIZE THEIR MSGID/GENADMIN/COMFLTFORCOM//
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- TIME ONBOARD SHIP.
- ELIMINATE VISIT REDUNDANCY WHERE ASSESSMENT TEAMS FROM DIFFERENT ACTIVITIES VISIT THE SAME SHIP AT DIFFERENT TIMES AND PERFORM IDENTICAL OR NEARLY IDENTICAL ASSESSMENTS.
 - SAVE RESOURCES BY ENGENDERING AN "ASSESS ONCE, USE DATA MANY TIMES" PHILOSOPHY THROUGHOUT THE NAVY.
4. RESPONSIBILITIES:
- A. STANDARD ASSESSMENT CRITERIA: FTSC/LANT IS THE PROGRAM MANAGER AND, ICW FTSCPAC, WILL PRODUCE STANDARD, SHIP CLASS BASED ASSESSMENT PACKAGES FOR C5RA AND HM&ERA PHASE TWO ASSESSMENTS. TARGET COMPLETION DATE IS 31 DECEMBER 02. TYCOMS AND FLEET UNITS WILL BE ABLE TO TAILOR THESE ASSESSMENT PACKAGES TO MEET SPECIFIC SHIP NEEDS.
 - B. STANDARD ASSESSMENT TOOL: FTSCPAC IS THE PROGRAM MANAGER AND, ICW FTSC/LANT, WILL PRODUCE A STANDARDIZED FLEET ASSESSMENT SUPPORT TOOL (FAST) THAT CAN BE USED TO TAILOR ASSESSMENT PACKAGES, PLAN AND MANAGE ASSESSMENT VISITS, PRODUCE MAINTENANCE-READY 2 KILOS AND GENERATE 4790 CKS ON THE DECK PLATE. ONCE DEVELOPED, FAST FUNCTIONAL REQUIREMENTS SHOULD BE MAPPED AGAINST NEMAS-ERP CAPABILITIES TO DETERMINE IF NEMAS CAN FULFILL FAST REQUIREMENTS.

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C. ASSESSMENT PRODUCTS: ALL ASSESSMENT VISIT MATERIAL DEFICIENCIES WILL BE DOCUMENTED VIA MAINTENANCE-READY 2-KILOS IN THE SHIPS CSMP.

5. ENSURE WIDEST DISTRIBUTION TO FLEET UNITS AND SUBORDINATE MAINTENANCE ACTIVITIES.//

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