

Report for week ending 01-10-03

1. We had a successful Program Review and demonstration in Norfolk on January 8th.
2. We are scheduled to demo the program for RADM Brooks next Wednesday, January 15th.
3. The first actual test ship visit will be on USS John Paul Jones on the 17th of March. Therefore we will be doing two or more virtual ship visits using data from actual ship visits to test FAST in January and February.
4. A definition of terms was agreed upon at PR IV. The Test Plan is the document that lists the systems and equipment that will be assessed during a visit. The Visit Schedule is the document that identifies when, during the visit these assessment procedures will be performed. The individual who put the Test Plan and Visit Schedule together and then manages the assessment visit will be referred to as the Assessment Director (AD).
5. 62 percent of the Phase I requirements are currently met.
6. Next week Keith will spend some time with the folks in FTSCPAC Code 402 to determine their requirements for the Configuration and Order Parts modules.
7. Keith is working today (Friday) to get FAST onto the FTSC server in Norfolk. He extended his travel in Norfolk by an extra day to complete the installation. It is anticipated that he will have it installed before he heads for home today.
8. I have attached the Program Review IV brief.

Best regards,

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Concerning Equipment Parametric Data:

I believe approx 50 percent of the data in AEC MRC's is useful in one way or another. It could be to allow tech code review of operational data collected by PMT, it could be alignment/bearing/end play data which could be consulted at a future date where the port engineer/ships force were considering work on a pump etc. (data useful life may be months or an IDTC depending) Diesel Inspectors collect data that is put in their report. In effect, there are cases where parametric data is collected which may be outside the scope of an HME RA, but if the goal is to have everyone use FAST for their visits, either the parametric data function is put in FAST, or the techs will end up using FAST for 2 kilos and manual method or other program for reporting.

In addition, it allows for partial completion. Without being able to see what steps were done, partial completion for all intents and purposes would have to read not accomplished. If you use comprehensive SAP's/MRC's, it just may be that all the steps are never accomplished. If you do not have some kind of at least a check off sheet for sections of the MRC/SAP, the only thing you are going keep in the database is a line item that the procedure was not completed. Therefore having this function may help with INSURV acceptance of assessment routine (ie you could check what portions of the MRC were completed).

For submarines, K MRC's with completed data are mandatory. For Elevators,

Norfolk Procedures are required which have blanks to be filled in. Some other types of data such as assessment man hours and ships force training hours could be entered on an SRF since they are system level data, not 2 kilo level data.

I think a starting point would be to have a standard SRF for data such as assessment man hours / ships force training hours with SAT/UNSAT/TNA/TNC data points for MRC's with a lot of checks (for example, MRC op tests Bleed air, then does a visual inspection of the outboard air bubble ring (crs whatever its called). Then graduate into substituting SRF's with actual parametric data collection where deemed necessary for reporting etc.

Hope input is helpful.

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