

FTSCLANT LOCAL BOARD OF DIRECTORS MEETING
30 July 2002

Location: FTSCLANT Headquarters, Norfolk, VA

Attendees:

RADM Baugh (CLF N43)	CAPT Styron (CLF N41)
Ms. Shepard (CLF N6)	LCDR Graham (CNSL N6)
Mr. Undset (CLF N6)	CAPT Campbell (CSL N40)
CAPT Rahall (CNAL N43)	CAPT O'Brien (FTSC CO)
CAPT Woods (CNSL N43)	Mr. Gutierrez (FTSC TD)
CDR Urbon (FTSC 4200)	CDR Edgerly (FTSC 4300)
LCDR Leary (CLF N43)	Mr. Stones (FTSC 4100)
Mr. Peterson (CLF N43)	

Minutes:

1. RADM Baugh (CLF N43) and Captain O'Brien (FTSC CO) welcomed the members and provided administrative remarks.
2. RADM Baugh briefed the group on current CNO and NAVSEA events:
 - a. SECNAV 10% reduction in civilian manning.
 - b. CNO efforts to reprogram \$10B from Navy infrastructure to plus up new ship construction programs.
 - c. Skunk Work results.
 - d. SUPSHIP FY03 funding shortfall.
3. RADM Baugh briefed the local BOD on the outcome of the FTSC Summit II held 6-17 May, 2002. Specifically:
 - a. FTSC first.
 - i. Ms. Shepard stated that the SYSCOMs must be held accountable for system design flaws and logistic shortcomings. She further stated that FTSC must provide feedback to CLF when these technical concerns are noted.
 - b. Establishment of the CLF/CPF joint FTSC BOD.
 - i. CAPT Styron (CLF N41) recommended that a CFFC naval message be released identifying all changes in policy relating to the FTSC mission.
 - 1) **Action: CLF N43 draft policy changes and solicit input from CPF for comment. Release as CFFC message.**
 - c. Role of the local BOD in FTSC governance.
 - d. Changes to the FTSC mission:
 - i. Fleet modernization.
 - 1) Establish clear criteria for FTSC's involvement in alteration work in support of TYCOM and CINC initiatives. **Action: RADM Baugh will discuss issue with CPF at the next Joint FTSC BOD. FTSC was**

directed to proceed with involvement in alteration work that involved maintaining technical proficiency and continue to support MACALT, ORDALT, AER, etc. The extent to which TYCOMs and CLF want FTSC's involvement in these programs exceeds and conflicts with the agreement of the Joint FTSC Summit and need to be resolved.

- ii. Incorporation of common assessment processes.
 - 1) Ms. Shepard voiced concern that FTSC was not inputting configuration data obtained while conducting ICAV events into the AMP/AMPS database.
 - 2) **Action: FTSC prepare strategy, POA&M, cost structure, and recommendations to incorporate System Configuration validations and feedback to SCLISIS, AMP, and AMPS when conducting HM&ERAs, C5RAs, and Technical assists. This initiative needs to consider scope and extent of the coverage of the SCLISIS database and determine the role of the TYCOMs.**
- iii. Pier Side refurbishments
 - 1) Changes to SUPSHIP funding and contract processes discussed.
 - 2) LCDR Graham voiced concern over possible loss of FTSC technical expertise in the assessment process.
- e. Review of the draft CLF/CPF Mission, Functions & Task instruction 5450.89B.
 - i. Defined Function vs. Task statements.
 - ii. RADM Baugh noted that TASK statement #3 SCLISIS VALIDATION definition was missing from the draft instruction.
 - 1) **Action: FTSC draft SCLISIS VALIDATION definition for incorporation into 5450.89B instruction. COMPLETED.**
- f. Discussed current NAVSEA04 PMS Tasking to FTSC. Current tasking includes providing NAVSEA with a comprehensive program of feedback analysis and processing, development of documentation and distribution of products.
 - i. Per Mission, Functions & Task instruction 5450.89B NAVSEA PMS tasking approved under Task statement #2.
 - ii. Discussed possible budget fluctuations.
 - iii. Mr. Gutierrez noted plans to formally request termination of A76 study.
- g. Discussed revised NAVSEA Technical Authority instructions (NAVSEA 5400.95B and 5400.97C).
 - i. Implementation of FTSC CHENG duties and responsibilities.
 - ii. Reviewed the DFS approval process.

4. CAPT O'Brien briefed the local BOD on FTSC Summit II action items:

- a. Assessment visits.
 - i. Discussed common web based assessment software across all TYCOMs. Ms. Shepard inquired if current development efforts were in compliance with NMCI and Task Force WEB directives.
 - 1) **Action: FTSC review impact of non-NMCI Task Force Web compliant systems (legacy systems) on FTSC/LANT business for FY04 and out. Consider technical and architectural details.**
 - b. Transition of contracts from FTSC to SUPSHIP.
 - c. Evaluation of Deploying Battle Groups.
 - i. Described efforts to brief Battle Group Commanders and ship CO's on distance support methods and policies early in the IDTC.
 - d. Figure of Merit (FOM) brief
 - i. Discussed efforts to produce a common tool for evaluating ship's maintenance performance.
 - 1) **Action: Develop a strategy to review FTSC/LANT's Task Control System (TCN) system and TMA/TMI/TSP/EOC database information for use in establishing a trending tool for Battle Group readiness.**
 - 2) **Action: Develop a Combat Systems/C4I review of system and equipment condition to brief Ship's COs and TYCOMs on the condition of their systems.**
 - 3) **Action: Establish a process to review technical assist data and correlate that data to current and future readiness indicators.**
 - ii. Ms. Shepard inquired if current development efforts were in compliance with NMCI and Task Force WEB directives.
 - e. FTSC staff augmentation on CINC and TYCOM staffs.
 - i. Technical liaison directly supporting FTSC F1-F3 mission authorized.
 - ii. Staff augmentation not supporting FTSC core mission not authorized.
 - iii. Management development program to continue.
5. CAPT O'Brien briefed the status of action items from the previous BOD.
- a. TYCOM participation in weekly Tele-maintenance chat sessions.
 - i. Ms. Shepard recommended FTSC publish a DS lessons learned message mimicking the Naval Safety Centers format (Ship's name deleted).
 - 1) **Action: FTSC develop mechanism to capture, issue and distribute a Quarterly Distance Support Message on lessons learned and opportunities lost. COMPLETED.**
 - b. Benefit of FTSC field service engineers carrying selected parts when supporting HM&ERA and C5RA. Intent was to preposition parts that typically were not held on board the ship, thereby avoiding parts delay.

