NOTES

This file contains the Word document for notes associated with the **significant** changes to the JFMM. It has been designed to work with the associated PowerPoint file (JFMM Training.pptx) included on this CD-ROM. The sections of this file correspond to the PowerPoint file.

# 2. Front Page

#

COMUSFLTFORCOMINST 4790.3

RevisionD

Change 3

# 3. VOLUME I



# 4. New Construction

# Volume I, Chapter 3, Paragraph 3.6.2 and 3.6.3

# Pre-Delivery

##  Logistical Support

|  |  |
| --- | --- |
| Existing Words | **New Words** |
| 3.6.2 Unrestricted Operations Maintenance Requirement Cards (Submarines only).a. Reference (ad) establishes the maintenance requirements and identifies the responsibilities and actions required to support continued unrestricted submarine operations to design test depth. This program is invoked on all SUBSAFE certified submarines. To support this program, the Navy Shipbuilding Program Manager issues individual manuals containing required, periodic SUBSAFE maintenance actions for each class and in some instances particular ships. b. Load out of Unrestricted Operations (URO) MRCs will be accomplished at delivery. The ISIC Quality Assurance Officer will provide to the ship’s Quality Assurance Officer the ship’s copy of the “URO CD-ROM”. SUBMEPP manages the URO program for Navy Shipbuilding Program Managers.. e. Additional information concerning the URO program can be found in Volume VI, Chapter 25 of this manual. | 3.6.2 Unrestricted Operations Maintenance Requirement Cards (Submarines only).a. Reference (ad) establishes the maintenance requirements and identifies the responsibilities and actions required to support continued unrestricted submarine operations to design test depth. This program is invoked on all SUBSAFE certified submarines. To support this program, the Navy Shipbuilding Program Manager issues individual manuals containing required, periodic SUBSAFE maintenance actions for each class and in some instances particular ships. b. Load out of Unrestricted Operations (URO) MRCs will be accomplished at delivery. The ISIC SUBMEPP Representative will provide to the ship’s Quality Assurance Officer the ship’s copy of the “URO CD-ROM”. SUBMEPP manages the URO program for Navy Shipbuilding Program Managers.c. Upon receipt of naval certification message of new ship delivery to the fleet, SUBMEPP will update the URO Last Maintenance Accomplishment (LMA) dates to reflect the first day of the month following ship's delivery.d. Upon receipt of naval certification message of new SSN completing Post Shakedown Availability (PSA), SUBMEPP will update the UROs LMA dates to reflect the first day of the month following PSA End Date. URO tracking by SUBMEPP and the ISIC will commence at the completion of delivery.e. Additional information concerning the URO program can be found in Volume VI, Chapter 25 of this manual. |
|  | 3.6.3 Preventive Maintenance Requirement (Submarines only).a. The integration of the Class Maintenance Plan form the basis of the Preventive Maintenance Requirement (PMR) program. The PMR program is developed and managed for Navy Shipbuilding Program Managers by SUBMEPP Activity.b. Load out of PMR Inventories and Schedules will made available from Maintenance & Ship Work Planning program at delivery. These are provided by the shipbuilder via the URO/PMR MRCs on the ship’s Advanced Technical Information System (ATIS) drive. c. Upon receipt of naval certification message of new ship delivery to the fleet, SUBMEPP will update the PMR LMA dates to reflect the first day of the month following ship's delivery. d. Upon receipt of naval certification message of new construction submarines completing PSA, SUBMEPP will update the non-flask recertification PMRs LMA dates to reflect the first day of the month following PSA End Date. PMR tracking by SUBMEPP and the ISIC will commence at the completion of PSA delivery.e. Additional information concerning the PMR program can be found in Volume VI, Chapter 24 of this manual. |

5. VOLUME II

# 6. Maintenance and Modernization

## Volume II, Part I, Chapter 3, Paragraph 3.5.1.2.9;

### Mandatory Material List (Surface Force Ships Only)

New SURFMEPP requirement.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | 3.5.1.2.9 Mandatory Material List. SURFMEPP will develop a Mandatory Material List and distribute it via a Code 200 letter to the cognizant RMC’s for the purpose of ordering materials needed for the availability prior to 100% package lock. |

## Volume II, Part I, Chapter 3, Paragraph 3.5.5.6.e;

### Sea Trial Depth Message (Submarines Only)

“A” branded mandatory requirements not accomplished by the second FRP.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | e. If the task cannot be accomplished in the second FRP, then the ship should initiate a request for a Major DFS per Volume V, Part I, Chapter 8 of this manual and request a technical review by SEA 05 and a programmatic review by SEA 21. If the review results in a recommendation to not defer, then a two Flag Panel review will be conducted between the TYCOM and either SEA 05 or SEA 21. The two Flag Panel will make the final adjudication. If disapproved by the two Flag Panel, then the task will be completed in the current FRP.  |

## Volume II, Part I, Chapter 3, Paragraph 3.8;

### Days of Maintenance Delay

Added a new paragraph on “Days of Maintenance” to track extensions to CNO availabilities caused by maintenance or modernization decisions or performance.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | 3.8 Days of Maintenance Delay. a. Days of Maintenance Delay (DoMD) is a metric used to track extensions to CNO availabilities caused by maintenance or modernization decisions or performance. Extensions beyond the planed availability length take away from training in the Optimized Fleet Response Plan. DoMD is defined as the number of days that an availability extends beyond the originally established end of the availability or completion date at the start of the availability. The original availability completion date is documented in the Navy Database Environment (NDE) at the official start of the availability. Additionally, the A-35 (days) Readiness to Start (RTS) message for private shipyard availabilities and the Final Review Estimate (FRE) for public shipyard availabilities document CNO availability start and end dates prior to availability start. Should the actual availability start date differ from the RTS message or FRE, all stakeholders will need to agree on the date to be used for the original start and completion dates. For a public shipyard availability, the final completion date will match the date on the Type Commander’s URO certification message. For a private shipyard availability, the end of availability date will match the end of availability completion messageb. Total DoMD is the sum of Unrealized DoMD and Realized DoMD, and accumulates in the fiscal year of when the day of delay is realized.c. Unrealized DoMD are defined as the number of days that an availability is projected to extend beyond the originally scheduled availability completion date but have yet to occur as they are in the future from time now (today’s date).d. Realized DoMD are defined as the actual number of days that an availability has extended beyond the originally scheduled availability completion date that has already occurred. At the end of the availability, all days of maintenance delay are realized, though they may accumulate in different fiscal years.(Example: If an availability was scheduled to complete on 10 August 2021 at availability start and was extended to 28 August, the Total DoMD is 18 Days. On 24 August 2021, the availability had 14 Realized DoMD and 4 Unrealized DoMD. For comparison, on 15 July 2021, to avail had 0 Realized DoMD and 18 Unrealized DoMD). |

### 7. Fleet Availabilities

## Volume II, Part I, Chapter 4, Paragraph 4.6.1.2.o;

**Volume II, Part I, Chapter 4, Appendix I;**

# Ammunition Off-Load

New required message during the planning phase.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | o. Issue the Ammunition Off-Load Requirement Message. Subsequent to package lock, but no later than two weeks prior to the start of the availability, Ship’s Force will send the Ammunition Off-Load Requirement Message prepared in accordance with Appendix I of this chapter and reviewed during the availability WPER to TYCOM. It will certify that the Availability Work Package has been reviewed by the Maintenance Team for exclusion of work that requires ammunition off-load, as required by reference (v).  |

APPENDIX I

AMMUNITION REQUIREMENT MESSAGE

(SAMPLE)

FM USS (SHIP)

TO TYCOM

INFO NAVSTA (LOCAL), ISIC, RMC

BT

(CLASSIFICATION)

SECINFO/-/-//

MSGID/GEADMIN/(SHIP)//

SUBJ/AMMUNITION REQUIREMENT MESSAGE//

REF/A/DOC/NAVSEA OP 4//

AMPN/REF A IS NAVSEA AMMUNITION AND EXPLOSIVES SAFETY AFLOAT.

POC/(NAME)/(RANK)/(UNIT)/(TEL)/(EMAIL)//

GENTEX/REMARKS/1. AVAILABILITY WORK PACKAGE (AVAIL NUMBER)(DATE FROM AND TO) FOR THE USS (SHIP NAME AND HULL NO.) HAS BEEN REVIEWED BY THE MAINTENANCE TEAM AND (DOES OR DOES NOT) CONTAIN WORK THAT REQUIRES AMMUNITION OFF-LOAD.

2. THE FOLLOWING WORK IMPACTS AMMUNITION STOWAGE IAW REF A:

JSN/LOCATION/DESCRIPTION/AFFECTED AMMUNITION LOCATION/ACTION (LIST OFF-LOAD DATE, WORK DEFERRAL, OR EVENT WAIVER REQUIRED)/

3. THE FOLLOWING AMMUNITION WILL BE RETAINED ONBOARD: LIST ALL AMMUNITION WITH A NET EXPLOSIVE WEIGHT (NEW))

QTY NALC NOMENCLATURE MDD LOCATION NEW

(2) (2526) (TORP, MK 48) (JAN 2021) (TORPEDO ROOM) (2,130)

4. THE EVALUATION OF RISK, PLANNED WORK AND SHIP’S OPERATIONAL SCHEDULE IN SUPPORT OF THE GEOGRAPHIC COMMANDER’S OPERATIONAL PLAN DOES NOT SUPPORT OFFLOADING ADDITIONAL AMMUNITION.//

BT

NOTE: ENSURE MESSAGES ARE IN ACCORDANCE WITH CURRENT MESSAGE FORMAT AND CURRENT PLAD IS UTILIZED.

### 8. Ship Maintenance Validation Screening and Brokering

## Volume II, Part II, Chapter 1, Paragraph 1.2;

**Maintenance Management Automated Information System**

Added a new paragraph to align for the Maintenance Management Automated Information System.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | 1.2 MAINTENANCE MANAGEMENT AUTOMATED INFORMATION SYSTEM MANAGEMENT. As Navy Maintenance Management Automated Information System (MMAIS) applications (such as the Maintenance Data System (MDS), Automated Work Notification (AWN), Electronic Tag Out (eTagOut), and Electronic Shift Operations Management Solution (ESOMS) programs) evolve into a connected group of systems, criteria for the management of unit, shipboard, ashore databases, and a process for submitting account requests for these MMAIS systems is hereby established.1.2.1 Unit and Shipboard Databases Afloat and Ashore. The following applies to shipboard and unit based MMAIS systems such as MDS, AWN, Organizational Maintenance Management System - Next Generation (OMMS-NG), R-Admin, R-Supply, eTagOut and ESOMS: a. Will be managed locally by an assigned and designated administrator. b. Account structures and role and privileges will utilize the TYCOM approved Privilege Matrix which is maintained by the TYCOM. c. Systems settings will be set to local time not “Zulu” time for all processing. d. No outside activity will be allowed direct access to the databases. Database copies require prior written TYCOM N43 approval. e. All work candidate, job, Job Sequence Number (JSN), pre- OPNAV 4790/2K to OPNAV 4790/2K review and approvals along with sending of parts requests to supply will be conducted by Ships Force. No outside activities will approve work candidate, job, JSN, pre-OPNAV 4790/2K to OPNAV 4790/2K or the acquisition of shipboard parts. No outside activity will write work candidates directly into a Ships Force MDS system. All outside activities reporting or finding discrepancies will produce the required “bulkload” as per Volume VI, Chapter 42 of this manual.1.2.2 Shore Databases. The following applies to shore-based MMAIS systems such as MDS, AWN, Afloat Toolbox for Maintenance (ATM), Validation Screening and Brokering (VSB), OMMS-NG, R-Admin, R-Supply, eTagOut, ESOMS and Electronic Work Acceptance Forms (EWAF). a. Account requests 1. For RMC and Commander Navy Regional Maintenance Center (CNRMC) users including all Navy Maintenance Database accounts will be managed by the RMCs or CNRMC. VSB account requests from the RMCs or CNRMC users will be directed to the appropriate RMC or handled directly by CNRMC as per agreement with the appropriate TYCOM.2. Users requesting access to Unit, shipboard or command level, including remote hosted databases, will go to the local functional area supervisors, Local Area Network administrators or Information Technology (IT) support teams for access to the command level systems, see paragraph 1.2.1 of this chapter. The access level for the local users will be determined by the approved TYCOM matrix. No outside activity (personal not assigned to that unit) will be granted direct or remote access to any shipboard, command, unit or detachment database, for anything other than IT level troubleshooting and repairs, view only, writing of the alpha-numeric JSN for bulkload by the TYCOM.3. User access to MDS, supply or personnel administrative systems who are not CNRMC or command level (including where the command level database is ashore) will submit a NAVY 311/NESD trouble ticket. b. All users requesting access through 311/NESD will be approved by the TYCOM for that unit. 311/NESD will set up the account. If upgraded roles or privileges are needed those roles or privileges will be implemented by the TYCOM. No outside activity will be granted direct or remote access to any shipboard, command, unit or detachment database, for anything other than IT level troubleshooting and repairs, view only, writing of the alpha-numeric JSN for bulkload by the TYCOM. c. Outside Activities (users not assigned to that unit) will not be granted access to the unit database (AWN, OMMS-NG, ETAG, EWAF, ESOMS, R-supply, and MRAS) for writing of jobs directly into the shipboard or ashore databases nor will they be granted work candidate brokering or approval, including the approval and or sending of parts to supply. d. All user access levels and accounts will be tracked by the activity creating the account. e. Every TYCOM will have at a minimum a primary and secondary account manager. Account manager names will be provided to the Navy 311/NESD help desk. f. Users with accounts missing the required forms will be deactivated until the required documentation is presented to the Navy 311/NESD help desk, and the account is approved by the TYCOM.1.2.3 Process for Account Requests 311/NESD. The following guidance will be followed for obtaining access to MMAIS systems such as MDS, AWN, ATM, VSB, OMMS-NG, R-Admin, R-Supply, eTagOut, ESOMS and EWAF. No accounts will be created, password reset or updated without using Navy 311/NESD help desk and or the TYCOM.  a. User submits Navy 311/NESD help desk ticket for VSB/ATM/ATM LCS/eTagOut/EWAF account creation: Phone: (855) NAVY-311 / (855) 628-9311, NESD 1-833-637-3669 DSN: (510) NAVY-311 (510) 628-9311 NESD 1-833-637-3669 Website: <https://neitsm.dc3n.navy.mil>  Email: (NIPRNET): NESD\_NTCSS\_OOMA\_MFOM nesd\_ntcss\_ooma\_mfom@us.navy.mil b. User submits account request through the VSB ATM and LCS ATM sites. c. Navy 311/NESD help desk shall provide the required documents to the user and the user shall complete the following as per TYCOM guidance:(1) System Authorization Access Request Navy (SAAR-N) Form or CSAR for SUBFOR;(2) MFOM Authorization Access Request (MAAR) NNPI user security form; (3) MFOM Non-Disclosure Agreement/Contractor user justification (for contractors only). d. User will provide proof of training and training completion certificates. (1) EWAFS course number (SPAWAR-EWAFS-0001) available through the CAC-enabled site Navy Knowledge Online (<https://www.nko.navy.mil/>) under Learning, Navy e-Learning > Online Courses, Course Catalog. (2) AWN - Navy e-Learning courses SPAWAR-ATMAWN-0002 or SPAWAR-EWAFS-0001. (3) eTagOut - Completion certificate from Navy e-Learning courses SPAWAR-ETAGOUT-USER-3.0. (4) VSB - Completion certificate from Navy e-Learning courses VSB SPAWAR-VSB-0002.NOTE: DUE TO LOSS OF ADOBE FLASH, INFORM NAVY 311 HELP DESK IF THERE ARE ISSUES TO RECEIVE THE POWER POINT OF THE TRAINING. NO COMPLETION CERTIFICATE IS GRANTED, USER ACKNOWLEDGMENT THE MATERIAL WAS VIEWED.  e. Navy 311/NESD help desk shall review account request. (1) Provide the applicable TYCOM completed training documents, SAAR-N and MAAR forms and NDA if applicable. TYCOM will authorize the Navy 311/NESD help desk to create the user account. (2) ATM or AWN accounts roles and privileges will be per the TYCOM AWN/ATM/VSB/eTagOut/EWAF Privilege Matrix. (3) If certain roles and privileges are not listed under the Privilege Matrix, then the TYCOM will create additional roles and privileges for accounts as required. (4) VSB account access will be “View Only”. TYCOM will create additional access roles or privileges for accounts as required.  (5) “ADMIN and or “SUPER ADMIN” accounts will not be created. TYCOM will be the only entity to create that level of account. (6) Navy 311/NESD help desk will create and maintain an all user listings that contain access levels for the MFOM systems. The User listing, SAAR, MAAR, NDA (if applicable) and TYCOM approval forms will be retained for a minimum of three years. f. Completion of the process.  (1) Navy 311/NESD help desk will notify users via email noting which VSB, ATM, ATM LCS, eTagOut or EWAF account has been approved. (2) Users can then go to the login screen, enter their user “LOGIN\_NAME”, the “TEMPORARY PASSWORD” and login. The user will then create and confirm a new15-character password.NOTE: IF YOU DO NOT LOG INTO ATM WITH THE TEMPORARY PASSWORD WITHIN 24 HOURS, YOUR ACCOUNT WILL BE DISABLED. g. User in a reply email verifies ability to log in. h. Navy 311/NESD help desk will update and close out the ticket in Remedy. |

# 9. VOLUME III



#

**VOLUME III**

# Deployed Maintenance

# 10. Strike Force Intermediate Maintenance Facility

**Volume III, Chapter 6;**

**\*\*New chapter. Review in its entirety.\*\***

Review the new chapter in its entirety.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | Review the entire new chapter. |

# 11. VOLUME IV

## 12. Work Authorization

**VOLUME IV**

# Tests and Inspections

**Volume IV, Chapter 10, Paragraph 10.4.e;**

**Work Authorization System**

Permitting use of electronic WAFs for Surface Force Ships.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | e. For Surface Force ships only, the use of an electronic WAF (eWAF) program can be utilized if Ship’s Force has an eWAF program on the unit that fully updates and links directly to the shore database and the repair activity has access to the eWAF program or via Memorandum of Agreement per Volume II, Part I, Chapter 3, paragraph 3.3.7 of this manual. |

**Volume IV, Chapter 10, Paragraph 10.4.1.2;**

**Work Authorization Log or Index**

Permitting the use of a WAF Index in lieu of a WAF log for Surface Force Ships.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
| 10.4.1.2 Work Authorization Log. The Work Authorization Log(s) must be maintained at the same location and administered by the same individuals as the ship’s tagout logs or, when the repair activity is assigned responsibilities for work authorization control by MOA, the repair activity must retain original WAFs with a copy of all WAFs (or as specified by local MOA) and the WAF index must be provided to Ship’s Force either by hard copy or electronically via a database that can be easily accessed by the Ship’s Duty Officers. | 10.4.1.2 Work Authorization Log or Index. The Work Authorization Log(s) or Index for Surface Force ships only, shown in Appendix A2 must be maintained at the same location and administered by the same individuals as the ship’s tagout logs or indices or, when the repair activity is assigned responsibilities for work authorization control by MOA, the repair activity must retain original WAFs with a copy of all WAFs (or as specified by local MOA) and the WAF index must be provided to Ship’s Force either by hard copy or electronically via a database that can be easily accessed by the Ship’s Duty Officers per Appendix A2.**NOTE: FOR SURFACE FORCE SHIPS ONLY:**a. Appendix A2 shall be established as either a hard binder or by electronic means separated by the categories Proposed, Active, Testing and Closed.b. The ISIC shall conduct an audit of Appendix A2 per this manual during the first 15 days of a numbered availability (CMAV, SRA, CNO type availabilities) and every 90 days thereafter of maintenance period and final audit post TYCOM Sea Trial events. c. Ship’s Force Quality Assurance Officer shall conduct weekly WAF audit working in conjunction with command Tag Out log auditing. d. Closed WAFs shall be retained for 30 days then transferred to electronic means for a minimum of 1 year after closure. |

**Volume IV, Chapter 10, Appendix 10A2;**

**New WAF Index**

### WAF Index for Surface Force Ships use.

**APPENDIX A2**

**WAF INDEX**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| WORK CENTER | WAF # | JSN # | COMPONENT | TAG OUT #(IF Req’d) | S/F SIGNATURE & DATE | RA OPEN SIGNATURE & DATE | S/F CLOSE SIGNATURE & DATE |
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### 13. Distressed Submarine and Salvage Inspection

**Volume IV, Chapter 18;**

Previously Titled “Salvage Inspection”. SOSMIL (Subs Only)

Modified the entire chapter and title to include current DISSUB requirements.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | Review the entire chapter for complete changes. |

### 14. Board of Inspection and Survey Inspections Policy

**Volume IV, Chapter 26;**

**\*\*Complete Chapter Rewrite. Review in its entirety.\*\***

Updated the chapter to reflect current requirements.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | Review the entire chapter for complete changes. |

### 15. Reboiler Inspection

**Volume IV, Chapter 27;**

**\*\*Complete Chapter Rewrite. Review in its entirety.\*\***

Updated the chapter to reflect current requirements.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | Review the entire chapter for complete changes. |

# 16. VOLUME V

#

## 17. Organizational Responsibilities

## Volume V, Part I, Chapter 1, Appendix A;

**Format For Submarine QA Pre-Underway Checklist**

Added two new responsibilities for the ships QAO during the “Other Review” period.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | Ship’s QAO shall review MIP/MRC data sheets for each Rescue Seating Surface (RSS). Document any discrepancies on a Minor DFS (one per RSS), approved per part I, chapter 8 of this volume. |
|  | Ship’s QAO shall review CSMP deficiencies for submarine escape components (e.g., IPHO and intensifier system; SCV, HIS, and AVV valves; sea sensing line; escape trunk and cavity drain and strainer or orifice; or upper hatch hydraulic hand pump (688CL only)). Document any discrepancies on a Minor DFS (one per compartment), approved per part I, chapter 8 of this volume. |

## 18. Departures from Specifications

## Volume V, Part I, Chapter 8, paragraph 8.2.5;

# Major Departures

Added two sub-paragraphs requiring a Major DFS concerning diesel engines.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | u. Diesel Inspector Inspection Findings documenting a severe degradation.v. Any of the following associated with a shipboard Diesel engine:(1)   Inoperative alarms or safety devices.(2)   Low lube oil pressure.(3)   Readings that exceed the limits of PMS or manufacturer specifications that during unrestricted operation would present a hazard to equipment.(4)   Lube oil fuel dilution above safe levels.(5)   Controllable exhaust leaks as defined in new reference (i). |

## Volume V, Part I, Chapter 8, paragraph 8.2.6.j;

# Minor Departures

Added a new sub-paragraph for submarine escape component deficiencies requiring a Minor DFS if not corrected.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  | j. (Submarines only) For all submarine escape component (e.g., IPHO and intensifier system; SCV, HIS and AVV valves; sea sensing line; escape trunk and cavity drain and strainers or orifice; or upper hatch hydraulic hand pump (688CL only)) deficiencies, not corrected prior to underway.  |

## Volume V, Part III, Chapter 8, paragraph 8.2;

# Major Departures – Scope of Certification

Modified the paragraph to require a DFS for Scope of Certification system, equipment or component within the SOC boundary that fails to operate within specifications and is repaired prior to manned operations.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
|  b. Should any system, equipment or component within the SOC fail to operate within specifications, regardless of how the deficiency is discovered, and repair at the Sustaining Activity level is not practicable prior to manned operations, a Major DFS must be submitted. |  b. Should any system, equipment or component within the SOC fail to operate within specifications, regardless of how the deficiency is discovered, and repair at the Sustaining Activity level is not practicable prior to a planned underway period or manned operations, a Major DFS must be submitted. |

# 19. VOLUME VI

**VOLUME VI**

#

## MAINTENANCE PROGRAMS

# 20. Fleet Technical Assistance

## Volume VI, Chapter 2; paragraph 2.4.1;

**FTA – Requesting Assistance**

Modified the manner in which Fleet Technical Assistance is requested to reflect the current process.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
| 2.4 FLEET TECHNICAL ASSISTANCE POLICY. **NOTE: WHEN CONTACTING THE NAVY 311 OR AN AREA RMC, UTILIZE SECURE COMMUNICATIONS AS APPROPRIATE TO MAINTAIN SECURITY OF CLASSIFIED EQUIPMENT AND OPERATIONAL PARAMETERS.**2.4.1 Requesting Assistance. It is important that ships develop and exercise self-sufficiency for shipboard system maintenance to the fullest extent possible. If unable to resolve a technical problem internally, or by other means available within their Strike Group, the ship will contact the Navy 311, who will route their request to the cognizant Area RMC. In the case where the applicable RMC representatives or Other Source of Support SMEs are onboard and available, ships may engage onboard SMEs for immediate support and will follow up with Navy 311 or the Area RMC. If personnel are not onboard, ships will contact Navy 311 or the Area RMC using the following procedures to request FTA: a. When a technical assistance requirement is identified, contact Navy 311 as described in paragraph 2.4.1.b of this chapter. Navy 311 will record the FTA request and forward to the appropriate RMC as outlined in paragraph 2.7.2 of this chapter using the contact information in Appendix A. Provide pertinent information listed in paragraph 2.4.2 of this chapter.  b. Navy 311 can be contacted 24-hours a day via the worldwide web, by E-mail, via Naval message or via toll-free numbers as indicated here: (1) SIPR web site: <https://www.navy311.navy.smil.mil/navy311/>  (2) NIPR web site: [http://www.navy311.navy.mil/](https://www.navy311.navy.mil/)  (3) SIPR e-mail: Navy311@Navy.Smil.Mil (4) NIPR e-mail: Navy311@Navy.Mil (5) Message PLAD: NAVY THREE ONE ONE NORFOLK VA (6) Telephone: Comm 1-855-NAVY-311 (1-855-628-9311), DSN 510-NAVY-311 (510-628-9311) | 2.4 FLEET TECHNICAL ASSISTANCE POLICY. **NOTE: WHEN CONTACTING AN AREA RMC, UTILIZE SECURE COMMUNICATIONS AS APPROPRIATE TO MAINTAIN SECURITY OF CLASSIFIED EQUIPMENT AND OPERATIONAL PARAMETERS.**2.4.1 Requesting Assistance. It is important that ships develop and exercise self-sufficiency for shipboard system maintenance to the fullest extent possible. If unable to resolve a technical problem internally, or by other means available within their Strike Group, and there are no RMC representatives or Other Source of Support Subject Matter Experts (SME) already onboard, the ship will contact the Area RMC as outlined in paragraph 2.7.2 of this chapter using the contact information found in Appendix A of this chapter. When requesting assistance the ship will provide the pertinent information listed in paragraph 2.4.2 of this chapter. In the case where the applicable RMC representatives or Other Source of Support SMEs are onboard and available, ships will coordinate with the cognizant Area RMC when requesting to utilize onboard SMEs for immediate support.  |

# 21. Submarine Modernization

## Volume VI, Chapter 3, paragraph 3.2.3.f;

**Ship Alterations Coordinator**

Modified the process for reactor plant modifications completed by Ships Force.

|  |  |
| --- | --- |
| Existing Words | **New Words** |
| 3.2.3 Ship’s Alteration Coordinator. Ships will designate the Ship’s Maintenance Manager, the 3-M Coordinator or a designated assistant as the Alteration Coordinator. Responsibilities will include: f. For reactor plant alterations completed by Ship’s Force, RPCCRs will be. processed: (1) RPCCRs for Ships with Propulsion - Organizational Maintenance Management System (P-OMMS). Ship’s Force updates and reports configuration changes in P-OMMS. The P-OMMS coordinator must record all updated configuration information and transmit the e-RPCCR data per references (d) and (e). In addition, prepare a memorandum of NUCALTs completed by Ship’s Force for review by the Ship’s Engineer Officer. The memorandum shall be formatted similar to the example provided in Appendix H. The ship’s Engineer Officer shall review and deliver the memorandum (e-mail is acceptable) to the Squadron Engineer and Alteration Coordinator  (2) RPCCRs for Ships without P-OMMS. Paper RPCCRs provided with the alteration must be completed by Ship’s Force and scanned to a .pdf format and submitted as uploads via the Naval Reactors Information Portal per references (d) and (e). In addition, prepare a memorandum of NUCALTs completed by Ship’s Force for review by the Ship’s Engineer Officer. The memorandum shall be formatted similar to the example provided in Appendix H. The ship’s Engineer Officer shall review and deliver the memorandum (e-mail is acceptable) to the Squadron Engineer and Alteration Coordinator. n. Verifying the accuracy of the TAMS Report, a Non-Nuclear Title “K” SHIPALT Report (available from TYCOM) and a NUCALT Technical Documentation CD report and reporting any discrepancies to the ISIC or TYCOM. o. Ensuring onboard repair parts are ordered in sufficient time to ensure availability prior to a reactor plant SHIPALT installation. p. Ensuring all Fly-By-Wire Ship Control System alterations are planned and installed per the requirements of reference (h). q. Following installation of an alteration that modifies the structure of the ship, such that access to vital equipment is or may be impacted, the ship must evaluate the need to perform Unrestricted Operation (URO)-29. If access to vital equipment could be restricted, the ship must perform URO-29 and provide a copy to the installing activity and the ISIC. Partial accomplishment of URO-29 is acceptable if appropriate for the alteration. | 3.2.3 Ship’s Alteration Coordinator. Ships will designate the Ship’s Maintenance Manager, the 3-M Coordinator or a designated assistant as the Alteration Coordinator. Responsibilities will include: f. For reactor plant alterations completed by Ship’s Force, RPCCRs will be submitted via SIPR e-mail to BPMI at address pomms.fct@navy.smil.mil. The TYCOM Modernization Manager and squadron Alteration Coordinators should also be copied on the e-mail. Detailed instructions governing RPCCR submission are contained in references (d) and (e).  n. Ensuring all Fly-By-Wire Ship Control System alterations are planned and installed per the requirements of reference (h). o. Following installation of an alteration that modifies the structure of the ship, such that access to vital equipment is or may be impacted, the ship must evaluate the need to perform Unrestricted Operation (URO)-29. If access to vital equipment could be restricted, the ship must perform URO-29 and provide a copy to the installing activity and the ISIC. Partial accomplishment of URO-29 is acceptable if appropriate for the alteration. |

**Volume VI, Chapter 3, paragraph 3.3.3;**

**TYCOM Alteration Kit**

Modified the manner in which TYCOM Alteration Kit Program to reflect the current process.

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| Existing Words | **New Words** |
| 3.3.3 Type Commander Alteration Kit Program. A TYCOM program which packages all hardware and software required to plan, install and report completion of the alteration. No action should be taken by Forces Afloat to obtain material to accomplish an alteration designated as a TYKIT. Accomplishment will be authorized in TAMS when the TYKIT becomes available. In addition, TYKIT inventories are available on the SUBLANT, SUBPAC SIPRNET or NIPRNET Websites. The installing activity should request shipment of RFI TYKITs from the TYCOM using Appendix D.  | 3.3.3 Type Commander Alteration Kit Program. A TYCOM program which packages hardware and software required to plan, install and report completion of the alteration. Accomplishment will be authorized in TYCOM Alteration Management System (TAMS) when the TYKIT becomes available. The TYKIT inventory report is available on the SUBLANT and SUBPAC websites. Once TYKITs are reported available for issue, installing activities should use the form provided in Appendix D to request shipment the TYCOM.  |

**Volume VI, Chapter 3, paragraph 3.5;**

**Liaison Action Request**

Updated the paragraph to emphasize an LAR is the preferred method when a technical problem occurs.

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| Existing Words | **New Words** |
| 3.5 LIAISON ACTION REQUEST. A Liaison Action Request (LAR) is to be submitted to the appropriate Planning Yard or Reactor Plant Planning Yard, with copy to the TYCOM Modernization Program Manager, when a technical problem is encountered during the planning for or installation of an alteration. Appendix F provides a generic LAR which contains the minimum information required. Locally modified LARs can be used as long as they provide the minimum information outlined in Appendix F. Reference (k) provides more detail on LARs. Non-technical issues should be addressed to the TYCOM via Alteration Feedback per paragraph 3.6 of this chapter. | 3.5 LIAISON ACTION REQUEST. A Liaison Action Request (LAR) is to be submitted to the appropriate Planning Yard or Reactor Plant Planning Yard, with copy to the TYCOM Modernization Program Manager, when a technical problem is encountered during the planning for or installation of an alteration. The use of eLARs is preferred. The LAR form in reference (k) may be used. Non-technical issues should be addressed to the TYCOM via Alteration Feedback per paragraph 3.6 of this chapter. |

# 22. Motor Gas Handling & Storage

**Volume VI, Chapter 10;**

Complete Chapter Rewrite

Modified the entire chapter to reflect current requirements.

|  |  |
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| Existing Words | **New Words** |
|  | Review the entire chapter for complete changes. |

# 23. 3-M Requirement and Inspection

## Volume VI, Chapter 19-3;

Significant Chapter Rewrite

Modified the entire chapter to reflect current requirements of 3M-365.

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| Existing Words | **New Words** |
|  | Review the entire chapter for complete changes. |

## Volume VI, Chapter 19-6;

Complete Chapter Rewrite

Modified the entire chapter to reflect current requirements of 3M-365.

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| Existing Words | **New Words** |
|  | Review the entire chapter for complete changes. |

# 24. Maintenance Data System Afloat And Ashore General Requirements

## Volume VI, Chapter 19-7;

Extensive Chapter Update

Modified the entire chapter to align with current MMAIS.

|  |  |
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| Existing Words | **New Words** |
|  | Review the entire chapter for complete changes. |

# 25. Periodic Maintenance Requirement Program

## Volume VI, Chapter 24, paragraph 24.2.4;

##### Calculating LMA Date

Updated the manner of calculating the Last Maintenance Action date to reflect current process.

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| Existing Words | **New Words** |
| 24.2.4 Calculating Adjusted Last Maintenance Action Date. a. If the PMR is accomplished during a Fleet availability (Fleet Maintenance Activity (FMA), Refit, Voyage Repair, Planning), the adjusted Last Maintenance Action (LMA) date will be the first of the month following the completion date listed on the PMR data form. b. If the PMR is accomplished during a CNO Availability (Selected Restricted Availability, Interim Drydocking, Extended Refit Period, Depot Modernization Period (DMP), Engineered Refueling Overhaul or a Major Maintenance Period (treated as a CNO availability for scheduling purposes only)), the adjusted LMA date will be the first of the month following the scheduled availability’s actual completion date.  | 24.2.4 Calculating Adjusted Last Maintenance Action Date. a. If the PMR is accomplished during a period other than the maintenance period listed in sub-paragraph b, the adjusted Last Maintenance Action (LMA) date will be the first of the month following the completion date listed on the PMR data form.b. If the PMR is accomplished during a CNO availability, major maintenance period, or refit, the adjusted LMA date will be the first of the month following the availability’s actual completion date.  |

26. Periodic Maintenance Requirement Program

## Volume VI, Chapter 25, paragraph 25.2.3.1;

##### Calculating LMA Date

Updated the manner of calculating the Last Maintenance Action date to reflect current process.

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| Existing Words | **New Words** |
|  a. If the PMR is accomplished during a period other than a scheduled availability (e.g., voyage repair periods, at sea, port calls, etc.) the adjusted LMA date will be the first of the month following the completion date listed on the PMR data form.  b. If the PMR is accomplished during a scheduled availability (e.g., Selected Restricted Availability, Extended Refit Period, Depot Modernization Period, Engineered Refueling Overhaul, Interim Dry Docking, other Chief of Naval Operations (CNO) Availabilities, CMAV, MMP or upkeep), the adjusted LMA date will be the first of the month following the scheduled availability’s actual completion date.  |  a. If the URO MRC is accomplished during a period other than the maintenance periods identified in subparagraph b below, the adjusted LMA date will be the first of the month following the completion date listed on the PMR data form. b. If the URO MRC is accomplished during a CNO availability, major maintenance period, or refit, the adjusted LMA date will be the first of the month following the availability’s actual completion date. |

# 27. Volume VII

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**CONTRACTED SHIP MAINTENANCE**

**VOLUME VII**

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# 28. No Specific Training Required