JOINT FLEET MAINTENANCE MANUAL (JFMM)

COMUSFLTFORCOMINST 4790.3

VOLUME III
DEPLOYED MAINTENANCE

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LIST OF EFFECTIVE CHAPTERS

Chapter Number	Change in Effect
1	Change 4
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INTRODUCTION

REFERENCES.

(a) OPNAVNOTE 5400 - Establishment Of U.S. Naval Ship Repair Facility Detachment Singapore
(b) COMSEVENTHFLT OPORD 201
(c) NWP 1-03.1 - Naval Warfare Publication Operational Report

1.1 NOTICE. Listed references, Operational Orders, instructions, policies and procedures will remain in effect and continue to be used until all references can be revised to reflect these changes and are incorporated into this manual.

1.2 PURPOSE. To provide in one publication essential information concerning the maintenance policy for ships deployed in Commander, U.S. Naval Force, Europe (COMUSNAVEUR), Commander, U.S. Naval Forces, Africa (COMUSNAVAF), Commander, Sixth Fleet (COMSIXTHFLT), Commander, Fifth Fleet (COMFIFTHFLT), and Commander, Seventh Fleet (COMSEVENTHFLT) Areas of Responsibility (AOR).

1.3 SCOPE.

a. COMUSNAVEUR, COMUSNAVAF and COMSIXTHFLT N43s oversee matters pertaining to repair and maintenance of Naval Surface Force ships in the COMUSNAVEUR AOR. Day-to-day administration of Surface Ship Maintenance in COMSIXTHFLT has been delegated to Forward Deployed Regional Maintenance Center (FDRMC) Naples. Administration of repair and maintenance for Submarine Force ships has been delegated to Commander, Task Force (CTF) 69 and Commander, Submarine Group (COMSUBGRU) Eight. COMFIFTHFLT administers maintenance related matters and maintenance scheduling in the COMFIFTHFLT AOR. Day to day administration and scheduling of deployed submarine maintenance in the COMFIFTHFLT AOR is accomplished by CTF 54. Ship Repair Facility oversees matters pertaining to repair and maintenance of ships in COMSEVENTHFLT AOR. Day-to-day administration and scheduling of deployed submarine maintenance in the COMSEVENTHFLT AOR is accomplished by CTF 74 Commander, Submarine Group Seven. Commander, Naval Surface Group Western Pacific (CNSGWP) is the TYCOM Delegated Authority responsible for the prioritization of conflicting depot level work and the overall cognizance for major work with operational impacts for COMSEVENTHFLT. Commander, Logistics (COMLOG) Western Pacific provides logistical support and is the Executive Agent for diving and salvage commander for COMSEVENTHFLT AOR.

b. This manual authorizes overseas maintenance facilities to accomplish repairs on Military Sealift Command and United States Coast Guard ships and service craft, carrying out missions for the Navy in AORs specified in section 1.3.a of this chapter, when authorized by the area commander. The procedures apply to all Navy ship maintenance administered and funded within the COMUSNAVEUR-

COMUSNAVAF-COMSIXTHFLT, COMFIFTHFLT and COMSEVENTHFLT AORs.

c. The COMSEVENTHFLT area and chop procedures are defined and governed by references (a) through (c). These maintenance procedures are not applicable in all cases to planned availabilities such as Selected Restricted Availabilities, Drydock Selected Restricted Availabilities, Phased Maintenance Availabilities, and planned availabilities, which are assigned to ship repair facility shore repair activities, for ships assigned to the Forward Deployed Naval Forces. Forward Deployed Naval Forces ships may also be assigned availabilities with Ship Repair Units when deployed.

d. Task Force Commanders and Commanding Officers must be guided by this manual to obtain maintenance assistance while deployed. Commanding Officers of RMCs and Shore Fleet Maintenance Activities, Repair Officers of Afloat Fleet Maintenance Activities and Officers-In-Charge of Space and Naval Warfare Systems Facilities Guam and Japan, as well as other activities involved in maintenance of deployed ships must comply with the direction provided in this manual.

e. The Foreword of this manual contains a master list of references. These references are arranged in alphanumeric order to facilitate the ordering of documents. References used in specific chapters are listed at the beginning of each chapter.

f. Equipment under the cognizance of the Strategic Systems Programs and Naval Sea Systems Command Nuclear Propulsion Directorate (NAVSEA 08) is maintained following Strategic Systems Programs and NAVSEA 08 directives, respectively.

1.4 CHANGES AND CORRECTIONS. Changes and corrections will be issued as required. Comments and suggestions for improving or changing this volume are invited. Address comments, recommendations and requested changes to Submarine Maintenance Engineering, Planning and Procurement (SUBMEPP) Activity utilizing the change request form located in the front of this manual. If changes are submitted in electronic format, facsimile or E-mail, each change request must contain the information required on the change request form.

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CHAPTER 2

MAINTENANCE ORGANIZATIONS AND CAPABILITIES

REFERENCES.

(a) OPNAVINST 4700.7 - Maintenance Policy for U.S. Naval

2.1 COMMAND RELATIONSHIPS.

a. Commander, U.S. Naval Force, Europe (COMUSNAVEUR) - Commander, U.S. Naval Forces, Africa – (COMUSNAVAF) - Commander, Sixth Fleet (COMSIXTHFLT) assigns maintenance reporting responsibilities to subordinate Task Force commanders while operating in the Area of Responsibility (AOR). Commander, Submarine Group (COMSUBGRU) Eight is the maintenance representative for all deployed Commander, Submarine Force, U.S. Atlantic Fleet units. Ships deployed to the COMUSNAVEUR-COMUSNAVAF-COMSIXFLT or Commander, Fifth Fleet (COMFIFTHFLT) AOR will address maintenance related correspondence to Forward Deployed Regional Maintenance Center (FDRMC) Naples and FDRMC Bahrain. Submarines deployed to COMSIXTHFLT address maintenance related correspondence to COMSUBGRU Eight, with information copy to their homeport Regional Maintenance Center (RMC) or Regional Support Group (RSG). Submarines deployed to COMFIFTHFLT, address all maintenance related correspondence directly to Commander Task Force (CTF) 54 with information copy to COMSUBGRU Eight.

b. Commander, Naval Service Force, Fifth Fleet (COMSERVFORFIFTHFLT) is responsible for scheduling of maintenance and utilization of maintenance assets in the COMFIFTHFLT AOR. COMSERVFORFIFTHFLT has one other assignment: CTF 53, Force Logistics Commander for COMFIFTHFLT. COMSUBGRU Seven is responsible for coordination and execution of all deployed submarine maintenance in COMFIFTHFLT AOR as CTF 54.

c. Commander, Naval Surface Group Western Pacific (COMNAVSURFGRU WESTPAC) is the Type Commander Delegated Authority responsible for the prioritization of conflicting depot level work and the overall cognizance for major work with operational impacts for Commander, Seventh Fleet (COMSEVENTHFLT) forward deployed naval force (FDNF) homeported ships during the Maintenance and basic phases of the Optimized Fleet Response Plan (OFRP) cycle in accordance with reference (a). Working relationships with ship repair facility (SRF) Yokosuka and Sasebo are maintained to address high priority and conflicting priority work items for COMSEVENTHFLT FDNF homeported ships and ships deployed in the COMSEVENTHFLT AOR. COMNAVSURFGRP WESTPAC provides operational impacts and risk items directly to Commander, Naval Surface Pacific. COMNAVSURFGRU WESTPAC commanding officer is the area commander for major fires in FDNF-Japan.

d. Commanding Officer, Ship Repair Facility (SRF) is the Commander, Pacific Fleet Maintenance Officer's (CPF N43) representative for the COMSEVENTHFLT AOR and coordinates ship repair and maintenance, executes Fleet Technical Assistance (FTA) and Assessment in the entire COMSEVENTHFLT AOR. Policy, procedures and guidance regarding utilization of FTA program resources are contained in volume VI, chapter 2 of this manual. SRF also acts as the maintenance representative for Commander Naval Surface Force, Pacific Fleet, Commander Naval Surface Force Atlantic Fleet and Commander Naval Air Force Pacific Fleet (COMNAVAIRPAC) Forward Deployed Naval Forces ships for all maintenance accomplished in Japan and Okinawa. COMNAVAIRPAC, Commander Naval Surface Force, Atlantic Fleet and COMNAVAIRPAC ships permanently forward deployed to COMSEVENTHFLT AOR as part of the Forward Deployed Naval Forces will address maintenance correspondence to SRF for all maintenance in Japan and Okinawa, information copy to their Immediate Superior In Command (ISIC), information copy to their ISIC for all maintenance outside of Japan and Okinawa. All other deploying surface ships outside of Japan and Okinawa will address maintenance related correspondence directly to COMNAVSURFGRU WESTPAC and copy to SRF Detachment SINGAPORE, SRF, and ISIC.

e. COMSUBGRU Seven is the Maintenance Representative for all deployed Commander, Submarine Force, U.S. Pacific Fleet ships. Submarines deployed to the COMSEVENTHFLT AOR will address all maintenance correspondence directly to CTF 74 (COMSUBGRU Seven), information copy to ISIC and SRF for maintenance that will be accomplished in Japan and Okinawa.

2.2 MAINTENANCE ORGANIZATIONS AND CAPABILITIES. The following organizations support maintenance on ships in their respective AORs:

2.2.1 Sixth Fleet Organizations.

a. COMUSNAVEUR-COMUSNAVAF-COMSIXFLT.

(1) Fleet Maintenance Officer (N43). Sole staff advisor on subjects regarding naval surface aviation maintenance and salvage. Coordinates with COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT Maritime Integrated Operation Center (MIOC) Logistics, Operations (Log Ops) and CTF Commanders on maintenance support requirements. Provides liaison with FDRMC Naples for in-theater ship repairs. Monitors programs relating to aircraft, surface force ship and aircraft carrier maintenance, engineering and material support.

(2) CTFs. Task Force commanders are responsible for monitoring the material condition of units assigned and coordinating emergent repairs and requests for technical assistance. Coordinate changes to operational scheduling due to maintenance related problems (must be approved by MIOC). CTF Commanders also provide recommendations regarding operational delays of C3 and C4 Casualty Reports (CASREP).

(3) CTF 63. COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT Task Force Commander for Logistics. Responsible for the scheduling and execution of

Combat Logistics Force and Navy Unique Fleet Essential Airlift assets in charge of logistic support and distribution. MIOC Log Ops fulfills this responsibility for the CTF Commander.

(4) MIOC Log Ops. Provide logistical support to units operating in the COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT AOR. (PLAD: NAVEURLOGCOORD CENTER).

(a) Air Log. Manages Navy Unique Fleet Essential Airlift assets used to transport personnel and material in COMSIXTHFLT AOR and adjoining AORs.

(b) Passenger, Mail, Cargo and CASREP. Passenger, Mail, Cargo and CASREP division tracks all material movement from Continental U.S. to AOR. Once in the AOR, they direct material shipments to the unit via the most economical means possible using Military Air, Defense Distribution Depot Sigonella, Italy (DDSI) (Commercial Air or Ground) or Combat Logistics Force.

(c) Sustainment. Provides logistical coordination for provisions, hazardous material, ordnance and fuel.

(5) COMSUBGRU Eight. Screens and coordinates maintenance for submarine-specific voyage repair. Assists CTF-69 in monitoring material condition of submarines assigned. Coordinates Voyage Repair (VR) repair brokerage through homeport maintenance activity. Monitors Technical Assistance requests submitted to FDRMC Naples.

b. FDRMC Naples. Commander, Navy Regional Maintenance Center Repair representative in the COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT AOR. Additional Duty to COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT as Fleet Surface Maintenance Officer (N43A). Coordinator of FTA for surface and subsurface units and sole coordinator of voyage repair efforts for surface units. Provide contract maintenance support in all ports when required. Functions include shipcheck of screened work packages, specification writing, contract technical representation, and Quality Assurance of contracted work. Working closely with Fleet Logistics Center (FLC) Sigonella which performs the Primary Contracting Officer functions. FDRMC Naples ensures completion of all work accepted for accomplishment as VR is on time and per specifications. (PLAD: FDRMC NAPLES IT).

c. FLC Sigonella provides fleet and base support for U.S. Navy, Military Sealift and Coast Guard ships; U.S. bases and facilities located in Europe, Africa and Southwest Asia; contingency operations; and continental U.S. activities requiring supplies and services from Europe, Africa and Southwest Asia.

d. DDSI provides the full complement of physical distribution services to all four service components and other federal agencies located south of the Italian Alps. It provides forward stock positioning support and enhanced physical distribution services. Specialized handling and support services include managing the Navy's hazardous materials, depot level repair part storage and distribution, and a complete range of

material packing and shipping services. DDSI also provides expedited requisitioning and centralized receiving support to the military community.

2.2.2 Commander, Naval Service Force, Fifth Fleet Organizational Structure. COMSERVFORFIFTHFLT N43 provides all organizational services. FDRMC Bahrain provides local management for the following services:

a. Combat Systems and Hull, Mechanical and Electrical assists, provided by local RMC.

b. Gas Turbine Change-out Vans.

c. Waterjet Machines.

d. Availability scheduling.

2.3 COMMON MAINTENANCE FACILITIES - ALL AREAS OF RESPONSIBILITY. The following types of maintenance facilities are common to all AORs and provide the services indicated.

2.3.1 Afloat Fleet Maintenance Activities.

2.3.1.1 Capabilities. For purposes of this volume, the Repair Department of a submarine tender will be referred to as Afloat Fleet Maintenance Activity (AFMA). AFMAs offer the broadest range of industrial capabilities of any afloat Navy activity. AFMAs are capable of repairs in all areas (e.g., hull, mechanical, electrical, electronic and ordnance equipment). Where there are shortfalls in shipboard expertise, AFMAs will be augmented by outside resources.

2.3.1.2 Workload. Maintenance Managers, Operational Commanders and AFMA Commanding Officers will maximize use of deployed AFMA Fly Away Teams (FAT), deployed or otherwise.

2.3.1.3 Afloat Fleet Maintenance Activity Fly Away Team. FATs provide a unique method of rapid deficiency correction which stresses mobility, initiative and maximization of resource utilization. AFMA FATs can only be used for CASREP correction and technical assistance for ships not collocated with the AFMA. AFMA FATs are tasked by the Maintenance Manager only after the following conditions have been established:

a. Casualty is not correctable by any ship, element or unit of the Strike Force Intermediate Maintenance Activity (SFIMA). Chapter 6 of this volume contains Strike Force Intermediate Maintenance Activity details.

b. Ship will provide parts or FAT can carry all required parts.

Each AFMA will establish procedures to enable the deployment of FATs within hours of receiving tasking. The procedures will include pre-designation of FAT members, rapid preparation for travel orders, travel regulation briefings, advances in travel funding, area briefings, and area clearance messages as appropriate.

2.3.1.4 Fly Away Team Funding. FAT funding will be provided following Fleet direction.

2.3.1.5 Afloat Fleet Maintenance Activity Tasking. Tasking AFMA for performance of VRs, FAT assistance or other availabilities will be: Maintenance Brokers for Fifth, Sixth and Seventh Fleet assigned units will request AFMA support and availability periods, via CTF 74, who will directly task AFMAs located in Guam. For AFMAs in other locations in Fifth, Sixth or Seventh Fleets, Maintenance Brokers will request AFMA support and availability periods via the CTF (54, 69, 74) exercising Operational Control of the tender. The CTF exercising Operational

Control will directly task the appropriate tender. CTF (54, 69, 74) or COMSUBRON 15, as applicable, must provide the required support based on AFMA operational considerations and resource limitations (e.g., manpower and materials).

2.3.2 Regional Maintenance Center (RMC). RMCs provide contract maintenance support in all ports when assigned. RMC functions include shipcheck of screened work packages, specification writing, contract technical representation and Quality Assurance of contracted work. Working closely with FLC-Naval Regional Contracting Detachment (NRCD), which performs the Primary Contracting Officer functions; RMCs ensure all work accepted for accomplishment as VR is completed on time and per specifications. RMCs are located in Naples, Bahrain and Japan. SRF has detachments in Sasebo, Japan and Singapore.

2.3.3 Regional Maintenance Center and Technical Assistance. The RMC Technical Support mission is to promote shipboard self-sufficiency. This is carried out by providing system and equipment Subject Matter Experts to assist and train Ship's Force in casualty prevention and correction. When the assistance required is not resident in the AOR, the responsible RMC will arrange technical assistance from other sources. Each RMC publishes a list of their organic technical capabilities. RMCs can request additional resources to provide assistance per volume VI, chapter 2 of this manual. RMCs can provide assistance for all non-nuclear shipboard systems. Additional details on FTA are available in volume VI, chapter 2 of this manual..

2.3.4 Naval Regional Contracting. FLC-NRCD Naples and Singapore, provide contracting in support of Afloat and Ashore activities. In support of afloat maintenance, FLC-NRCDs can perform all pre- and post-award contracting functions. They execute a variety of contract actions to support ship maintenance such as: issue Master Agreements for Repair and Alterations of Vessels (MARAV); place calls against Blanket Purchase Agreements, award Contracts or Purchase Orders; and compete job orders among MARAV holders. Please note that establishment of a MARAV only pre-qualifies industrial activities to accomplish Navy work which streamlines the procurement process. Being a MARAV holder does not guarantee the industrial activity can accomplish all types of work.

2.4 UNIQUE MAINTENANCE FACILITIES - COMMANDER, UNITED STATES NAVAL FORCES, EUROPE-COMMANDER, UNITED STATES NAVAL FORCES, AFRICA-COMMANDER, SIXTH FLEET AREA OF RESPONSIBILITY.

2.4.1 U.S. Navy Facilities. Maintenance piers and limited shore power are available at Naval Station Rota, Spain; Naval Support Activity Naples Detachment Gaeta, Italy; and Naval Station Souda Bay, Greece. Host nations also provide basic pier side services at the following ports: Faslane, Scotland; Gibraltar; Naples and Augusta Bay, Italy.

2.4.2 Repairs in Ports Without Navy Ship Maintenance Organizations.

a. VRs are accomplished in many ports where there is no permanent Navy presence. This is accomplished by FDRMC Naples Surveyors and FLC-NRCD Naples Contracting Officers. FDRMC will develop contract specifications from ship's work packages, and NRCD will contract the work out to local contractors who have MARAV with FLC-NRCD. See Chapter 3, paragraph 3.4 of this Volume for additional information.

b. FLC-NRCD contracted Husbanding Services Contractors may be used to obtain contract repair services using ship's operating budget. This should be done only on a

very limited basis in emergency type situations. When used, Quality Assurance and conformance to Navy specifications are entirely the responsibility of Ship's Force.

c. Submarine maintenance personnel and repair equipment will be assigned from the unit's homeport Fleet Maintenance Activity or brokered by the Fleet Maintenance Activity to another organization as necessary.

2.4.3 Commercial Industrial Activities. FLC-NRCD Naples maintain lists of commercial industrial activities in most major Mediterranean and some North Sea ports which have MARAVs with the Navy. Since this list changes with business conditions, it is not included here, but can be obtained from FLC-NRCD Naples.

2.5 UNIQUE MAINTENANCE FACILITIES - COMMANDER, FIFTH FLEET AREA OF RESPONSIBILITY. FDRMC Bahrain maintains a list of commercial industrial activities in Manama Bahrain, Jebel Ali United Arab Emirate, and Dubai United Arab Emirate, which have MARAVs with the Navy. Since this list changes with business conditions, it is not included here, but can be obtained from FDRMC Bahrain.

2.6 UNIQUE MAINTENANCE FACILITIES - COMMANDER, SEVENTH FLEET AREA OF RESPONSIBILITY. Maintenance piers, shore power and basic pier side services for routine U.S. Navy use in the COMSEVENTHFLT AOR are available at Fleet Activities Yokosuka, Sasebo and Okinawa, Japan; Fleet Activities Chinhae, Republic of Korea; Naval Base Guam; and Changi Naval Base and Sembawang Naval Installation (minus shore power), Singapore. FLC-Yokosuka maintains a list of commercial industrial activities in select major ports in the COMSEVENTHFLT AOR which have MARAVs with the Navy. Since this list changes with business conditions, it is not included here, but can be obtained from FLC-Yokosuka.

2.6.1 Ship Repair Facility - Japan Regional Maintenance Center Yokosuka, Japan. SRF Yokosuka, Japan is the Naval Supervisory Authority responsible for non-nuclear repair work in Yokosuka, Japan that has the resources to undertake voyage repairs, routine repairs, alterations, Continuous Maintenance Availabilities (CMAV), Surface Incremental Availabilities (SIA), Selected Restricted Availability (SRA), and Drydocking Selected Restricted Availability (DSRA). SRF Yokosuka, Japan is capable of repairing Hull, Mechanical, Electrical, Electronics, Ordnance, Gas Turbine equipment, boilers, etc., on all fossil-fueled ships including mechanical and electronic test equipment repair and calibration. Graving docks are available for all classes of ships. Cold iron and feed water services are available. Portable tools are available for loan. Messages relating to repair matters in Yokosuka should be addressed to SRF (PLAD: YOKOSUKA JA.)

2.6.2 Ship Repair Facility - Detachment Sasebo, Japan. SRF DET Sasebo is the Naval Supervisory Authority responsible for arranging CMAV, SIA, SRA, DSRA and repair work during upkeep and VR periods in Sasebo. Because most of the SRA and DSRA work in Sasebo is contracted to Japanese industrial activities, repairs to classified weapons, electronics, or cryptological equipment is accomplished by work force augmentation from SRF Yokosuka, Japan. Calibration must be accomplished per the requirements of volume VI, chapter 9 of this manual. The production shop can perform intermediate and depot level installs and repairs. Portable tools are available for loan. Messages relating to repair matters in Sasebo should be addressed to COMFLEACT SASEBO JA, with information copies to COMNAVSURFGRU WESTPAC DET SASEBO JA, COMFLEACT YOKOSUKA JA, and COMNAVSURFGRU WESTPAC YOKOSUKA JA.

2.6.3 Ships Repair Facility - Detachment Singapore. SRF Detachment Singapore is responsible for maintenance and repair of U.S. Navy vessels outside of Japan. FLC-Yokosuka maintains a list of commercial industrial activities in the C7F AOR which have MARAVs with the Navy, located in: Yokosuka, Sasebo and Okinawa, Japan; Busan Korea; Cairns and Henderson, Australia; Manila, Subic and Cebu, Philippines; Singapore; Sri Racha, Thailand; Chennai and Mumbai, India; and Colombo, Sri Lanka; Since this list changes with business conditions, it is not included here, but can be obtained from FLC-Yokosuka.

2.6.4 Naval Warfare Center Pacific Yokosuka, Japan. Naval Information Warfare (NAVWAR) Center Pacific is chartered and tasked to manage installations of all Naval Information Warfare Systems Command (NAVWARSYSCOM) sponsored Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems (e.g., hardware, software and networking) aboard all ships assigned to COMSEVENTHFLT. Integrated installations aboard individual ships will be completed so that the overall Strike Group command, control and communications interoperability is achieved. The overall Space and Naval Warfare Systems Facility Pacific management and oversight for Fleet C4ISR installations consists of an Integrated Installation Team (IIT). Members of the IIT include but are not limited to the following:

a. Installation Management Office. Functions as the conduit by which NAVWAR Systems Center Pacific receives installation related advanced planning, execution tasking and funding. The Installation Management Office ensures product delivery within cost, schedule and performance.

b. IIT Leader. Overall management and oversight of the IIT, Strike Group Officers, Strike Group Superintendents and Ship Superintendents. Long-range planning for execution of installations in ships of respective Strike Groups. Ensures all parties (e.g., ship and chain of command, IIT and chain of command, system managers and chain of command) are informed. Liaisons with NAVWAR Fleet Readiness Directorate and applicable Program Executive Officers for engineering related issues.

c. IIT Strike Group Officer. Works scheduling conflicts and issues. Liaisons with NAVWAR Fleet Readiness Directorate for Strike Group scheduling issues. Responsible to IIT Team leader for Strike Group scheduling, availability and system readiness to install. Ensures timely submission of reports and other engineering documentation. Liaisons with Ship Repair Facility, Naval Supervising Activity, Naval Sea Systems Command Ship Platform Manager, Fleet Commands, Type Commanders, Strike Group Commanders and Commanding Officers to resolve Strike Group availability, scheduling and Strike Group C4ISR composition issues. Coordinate final authorization to install in Strike Group ships.

d. IIT Strike Group Superintendent. Project Manager for Strike Group IIT installations. Scheduling for Strike Group availabilities. Work scheduling conflicts and issues. Liaison with NAVWAR Fleet Readiness Directorate for Strike Group scheduling issues. Responsible to IIT Team leader for Strike Group scheduling, availability and system readiness to install. Ensure timely submission of reports and other engineering documentation. Liaison with Ship Repair Facility, Naval Supervising Activity, Naval Sea Systems Command Ship Platform Manager, Fleet Commands, Type Commanders, Strike Group Commanders and Commanding Officers to resolve Strike Group

availability, scheduling and Strike Group C4ISR composition issues. Coordinate final authorization to install in Strike Group ships.

e. IIT Ship Superintendent. Represents Commanding Officer, NAVWAR Systems Center Pacific, to Fleet Commanding Officers. Verifies work performed adheres to prescribed scope of tasking, policy and guidance. Designated person with overall responsibility for the conduct of the IIT. Has technical authority over contractor team members; must be knowledgeable of and responsible for team adherence to all invoked requirements including safety and quality. Provides a single point of contact between ships and various waterfront activities. Coordinates installations with the Regional Maintenance and Modernization Coordination Office.

f. Alteration Installation Team Manager. Responsible for installation of individual C4ISR systems in Strike Group ships. Ensures system has current funding, approved Ship Change Document and Government-Furnished Equipment ready for installation. Writes Statement of Work; provides and reviews cost estimates for contractor support as required. Provides system engineering and technical specifications before and during installation. Conducts System Operational Verification Testing and provides operator and maintenance training. Delivers drawings, configurations change forms and other system Integrated Logistics Support to ship's company as necessary. Updates ship selected record as necessary. Reports to NAVWAR Systems Center Technical Code for installation assignment, pay, travel and other administrative matters. Reports to Ship Superintendent for operational matters concerning individual system installations.

g. Integrated Logistics Support Manager. Implements Integrated Logistics Support policies and procedures following Integrated Logistics Support guidance to the Installation Management Office and IITs.

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CHAPTER 3

MAINTENANCE MANAGEMENT

REFERENCES.

(a) 10 USC – United States Code Title 10 – Armed Forces
(b) OPNAVINST 4700.7 - Maintenance Policy for U.S. Naval Ships
(c) COMNAVAIRFORINST 4790.2 - Naval Aviation Maintenance Program
(d) NAVSEAINST 4790.8 - Ship's Maintenance and Material Management (3-M) Manual

3.1 PURPOSE. To implement the policies of references (a) through (d) when conducting deployed maintenance. Commanding Officers will keep their operational, administrative, and logistic commanders fully apprised of their material readiness status. The effectiveness of maintenance availabilities, as well as technical assistance is highly dependent on the detailed information provided.

3.2 CASUALTY REPORT SUMMARY. To assist maintenance and logistics activities in maintaining current readiness status for all ships assigned to various Areas of Responsibility (AOR), in-chopping ships will report all outstanding Casualty Reports prior to in-chop following the applicable area Operational Orders.

3.3 DEPLOYED MAINTENANCE PERIODS. Commander, Fifth Fleet (COMFIFTHFLT), Commander, U.S. Naval Force, Europe-Commander, U.S. Naval Forces, Africa-Commander, Sixth Fleet, Commander, Seventh Fleet, Commander, Naval Surface Group Western Pacific, Commander, Submarine Group (COMSUBGRU) Seven or COMSUBGRU Eight schedule all Availability periods for ships and submarines in their respective AORs per reference (a) after receiving proposals from Operational Commanders. A Ship's Force Upkeep is a maintenance period during which steaming notice is extended sufficiently to facilitate the maintenance of equipment and systems. A ship may accomplish self-maintenance or be assigned any of the following upkeep maintenance availability types:

3.3.1 MAINTENANCE AVAILABILITY. A Maintenance Availability is an availability for the accomplishment of scheduled or emergent maintenance and may be further categorized based on scope, location and type.

3.3.2 VOYAGE REPAIR AVAILABILITY. A Voyage Repair (VR) Availability is assigned solely for the accomplishment of corrective maintenance on mission or safety essential items necessary for a ship to deploy or to continue on its deployment.

a. Per Subtitle C, Part IV, Chapter 863, Section 8680 of reference (a), a naval vessel or any other vessel under the jurisdiction of the Secretary of the Navy, the homeport of which is in the United States or Guam may not be overhauled, repaired, or maintained in a shipyard outside of the United States or Guam. Exemption to references (a) exist as outlined below:

(1) An exception to paragraph 3.3.2.a. of this chapter under Australia, the United Kingdom, and the United Sates Submarine Transfer Authorization Act

(AUKUS) agreement such that the President may determine appropriate public or private shipyards in the United Kingdom or Australia to perform repairs on submarines operating in support of AUKUS.

(2) A naval vessel described in paragraph 3.3.2.a of this chapter may be repaired in a shipyard outside the United Sates or Guam if the repairs:

(a) Voyage Repairs.

(b) Necessary to correct damage sustained due to hostile action or intervention.

(3) In the case of a navel vessel classified as a Littoral Combat Ship (LCS) and operating on deployment, corrective and preventive maintenance or repair (whether intermediate or depot level). Additional information on LCS corrective and preventive maintenance scheduling can be found in chapter 4, paragraph 4.9.1 of this volume. Facilities maintenance may be performed on the vessel:

(a) In a foreign shipyard.

(b) At a facility outside of a foreign shipyard.

(c) At any other facility convenient to the vessel.

b. Forward Deployed Regional Maintenance Center (FDRMC) Naples, Commander Logistics Western Pacific (COMLOG WESTPAC), and Ship Repair Facility (SRF) will submit to Congress, via Fleet Commanders and the Chief of Naval Operations, quarterly reports of work items accomplished during VRs.

3.4 VOYAGE REPAIR POLICY (NON-NUCLEAR WORK).

3.4.1 Surface Force Ship and Aircraft Carrier Policy.

a. VR work package screening guidelines in reference (a) limit the type of work which may be accomplished as outlined in paragraph 3.3.2 of this chapter. A shipyard is any facility that repairs naval vessels and is located outside the United States or its territories.

b. VR work screening activities provide the results of screening to customer ships in a screening message. Approved work candidates are forwarded to the cognizant Regional Maintenance Center (RMC) for accomplishment or contract award. After authorized jobs are received by the RMC, the following steps take place:

(1) RMC Surveyor accomplishes shipcheck as ship schedule permits.

(2) Cognizant RMC Surveyor writes work specifications or contract work specifications prior to ship arrival.

(3) RMC or Contractor ship-checks take place upon ship's arrival. For VR that must be contracted, competitive bidding constraints require not less than three contractors be considered for contract award if possible.

(4) When VR contracting is required, contract award occurs not later than arrival plus one day.

c. Voyage Repair Availability Execution.

(1) The Naval Regional Contracting Detachment (NRCD) representative will award the contract and liaison with the contractor on contractual matters, including new work and payment.

(2) The assigned Ashore Ships Maintenance Manager and Ship Superintendent or Surveyor will meet ship on arrival and will ensure the Job Order Specification or contract is in place, as applicable. The assigned Ashore Ships Maintenance Manager and Ship Superintendent or Surveyor will ensure the Job Order Specification or technical portion of the contract is adhered to and provide liaison with the local industrial activity on technical matters. It is the RMC Ship superintendent or Surveyor and Ship's Force responsibility to ensure the activity performing the VR complies with work specifications.

(3) Where applicable, the Fleet Logistics Center (FLC) NRCD representative will award the contract and provide liaison with the contractor on contractual matters, including new work and payment.

(4) A pre-production meeting will be scheduled, after the contractor shipcheck. Purpose is for assigned Ashore Ships Maintenance Manager and Ship Superintendent or Surveyor to review with the Ship's Force, contents of the Job Order Specification or Contract Specification, ship-contractor coordination requirements (if applicable), Quality Assurance (QA) requirements of Ship's Force and repair activity performing the VR, and list of government furnished material to be provided by the ship. The ship should provide the RMC Ship Superintendent or Surveyor a list of the ship's Quality Assurance Inspectors (QAI) to be used during the VR period.

(5) Daily Production Meeting. The Ship's Maintenance Management Officer, Surveyor, and other essential personnel will meet daily to review progress, discuss daily production efforts, and remove possible "interferences" with the intent of minimizing length of the availability. Early and frequent communication between all parties involved in the repair and maintenance process will help to ensure the overall success and effectiveness of any availability.

d. Growth and New Work are defined in volume VII, FWD, appendix A of this manual and require authorization by cognizant Naval Supervisory Authority.

e. Constructive changes are changes to contracts in the intent of work specifications directed at the contractor by anyone other than the surveyor or FLC-NRCD representative. Since they are not pre-negotiated with the contractor, constructive changes are against the law. Ship's Force personnel should be cautioned **not** to direct or otherwise influence contractor personnel to accomplish work not clearly delineated by contract specifications.

f. Contractor Support.

(1) Military Specification material may be available from SRF or requisitioned by the SRF for contractor VR conducted on ships inport Yokosuka and Sasebo,

Japan. Some parts can be manufactured, but the ship should provide the material and parts requirement for work package execution. The ship should provide only the parts require by the work specification.

(2) With the exception of lagging, Military Specification parts and material are not available to local contractors in other ports.

CAUTION: THE SHIP SHOULD PROVIDE ONLY THE PARTS REQUIRED BY WORK SPECIFICATIONS. WITH THE EXCEPTION OF YOKOSUKA AND SASEBO, JAPAN, DRAWINGS AND TECHNICAL MANUALS ARE GENERALLY NOT AVAILABLE IN THEATER. SHIP'S FORCE SHOULD BE PREPARED TO PRODUCE ASSOCIATED TECHNICAL INFORMATION AS REQUIRED.

g. Schedule Restrictions. Ships in VR should support the workweek schedule provided by local contractors to make the most productive use of personnel resources during the maintenance period.

(1) In the COMFIFTHFLT AOR, the Arab work week is Sunday through Thursday with the weekend being on Friday and Saturday.

(2) In Israel, the weekend is on Friday and Saturday. Ships in VR Availabilities should support this schedule for the most productive use of the maintenance period.

(3) Contractor ability to accomplish work is sometimes limited by Port Captain regulations, and local strikes. Although generally short term in nature, the FLC-NRCD representative and RMC surveyor should be notified immediately of any indication of problems.

h. Ship's Force QA responsibilities during VRs for work performed by non-Navy Maintenance Activities.

(1) Planning. Increased emphasis is required by Ship's Force to identify the level of control of maintenance of systems being worked and proper equipment, Allowance Parts List, technical manuals and drawings. Early identification of controlled work or work requiring Material Identification and Control or Material Identification Code (MIC)-LEVEL I material, per volume V of this manual, will assist RMC Surveyors in producing correct work specifications.

(2) Execution. Although the name implies quick repairs, VRs require no less stringent QA procedures than any other routine planned repair. While Ship's Force is ultimately responsible for ensuring that the QA level is maintained on all repairs, regardless of who performs the work, the RMC overseeing the VR is responsible to Ship's Force to ensure all required specifications are met. Ship's Force QA responsibilities during execution include:

(a) Witnessing all tests and inspections specified in the contract work specification. Witnesses must be qualified QAIs who are aware of the technical requirements to be fulfilled by the test or inspection. For steam systems, final inspections will consist of two steps: unlagged and lagged.

(b) Ensuring that documentation of each contractor test or inspection is provided to the QAI at its conclusion. If not provided, the QAI will use the applicable form from Volume V, Part I, Chapter 11 of this manual to document the test or inspection. Records of all Ship's Force and contractor tests and inspections will be maintained per Volume V, Part I, Chapter 10 of this manual.

(c) Insisting on verbatim compliance with the work specification, through the QAI, during the test or inspection. The QAI will immediately inform the Department Head of any discrepancies noted.

(d) Ensuring that any material provided by Ship's Force by direction of the work specification is in strict accordance with technical requirements.

(e) Ensuring that no other material, tools, or physical assistance is provided to the contractor unless it is specifically required by the contract specification. The entire Ship's Force will be briefed on this prior to the start of the VR period.

(f) Providing continual in-process inspections of work being accomplished aboard ship. In-process inspections of work accomplished off-ship will be accomplished as deemed necessary by the Department Heads and as agreed to by the RMC Surveyor.

(g) Providing ship-specific operating and design system parameters to aid in determining actual testing requirements. Reporting specified test results on appropriate QA forms to the RMC Surveyor prior to the end of the VR period.

(h) Providing all MIC LEVEL I material required to the RMC Surveyor. Material will not be accepted unless properly controlled by Ship's Force. A face-to-face turnover by a designated Controlled Material Petty Officer to the RMC Surveyor is required.

i. RMC Quality Assurance and Quality Control responsibilities during VR availabilities.

(1) An RMC Surveyor will be present on the site of the VR for the duration of the availability. The RMC Surveyor will be the sole point of contact between Ship's Force, FLC-NRCD and the contractor for all questions and actions concerning work specifications.

(2) The RMC Surveyor will assist Ship's Force in QA monitoring of each job. The surveyor will:

(a) Provide a working copy of the work specifications and all modifications to be used for each job to the ship availability coordinator prior to job start or as soon as they are developed.

(b) Brief the ship availability coordinator and ship supervisory personnel on the nature of the industrial environment and the need to insist on verbatim compliance with the job specification by the contractor, stressing that failure of the contractor to provide required material,

perform required tests, or otherwise conform to the specification requirements of the work, should be reported immediately. The briefing will specify that Ship's Force will not obligate the government or diminish the requirements of the work specification by direct interface with the contractor personnel on any level.

(c) Identify in the work specifications all tests and inspection check points which require Ship's Force witness or participation.

(d) Identify in the work specifications all tests which the ship must complete. Provide test parameters. If operational design and test information are not available or are unclear, the RMC will request assistance from the Type Commander (TYCOM).

(e) Identify in writing the specifications for material to be provided by the ship to the contractor.

(f) Inspect all material to be turned over to the contractor by Ship's Force for controlled work with the designated Ship's Force QAI. If the controlled material is MIC-Level I, the material inspection must be a joint inspection, to include the designated Ship's Force QAI and the Ship's Controlled Material Petty Officer, prior to a turnover of the material to the contractor.

(g) Inspect each completed controlled work job with the designated Ship's Force QAI prior to final acceptance.

(h) Advise the ship availability coordinator of any condition where the lack of references, Military Specification material, or qualified contractor personnel will require Ship's Force submission of a Departure from Specification per volume V, part I, chapter 8 of this manual.

(i) Unsatisfactory Work or Work Practices. Any unsatisfactory work accomplished or work practice conducted by any maintenance activity must be promptly reported to the activity involved and the applicable Maintenance Manager. Reports should include sufficient detail to ensure timely and proper corrective action may be taken. Prior to informing the Maintenance Manager, direct liaison between customer and repair activity in identifying and clarifying deficiencies is required.

j. Post-Production Meeting. The RMC Surveyor will provide to Ship's Force all appropriate documentation, including objective quality evidence, to verify the VR was satisfactorily completed. As necessary, technical justification will also be provided when a Departure from Specification request is required to be submitted.

k. Following the completion of the VR Availability, Ship's Force must generate and transmit a Post-VR Assessment Report for transmission via message or e-mail.

3.4.2 Submarine Policy.

a. Mission essential VR support will be coordinated by COMSUBGRU Seven, COMSUBGRU Eight and applicable TYCOM, with information copies to Mid-

Atlantic Regional Maintenance Center Detachment (Det) Bahrain, COMLOG WESTPAC, and homeport Fleet Maintenance Activity (RMC or Regional Support Group).

b. With the exception of Japanese National Master Labor Contract personnel employed by SRF and platforms being repaired under the AUKUS agreement, foreign nationals must **not** be contracted to perform VRs onboard submarines. Japanese National Master Labor Contract personnel employed by SRF may perform VR work in non-nuclear areas only. Repairs and refurbishments for submarine operating as part of AUKUS agreement may be carried out by personnel and contractors of the United States, the United Kingdom or Australia.

c. When required, Mobile Utility Support Equipment (MUSE) support can be provided in some WESTPAC foreign ports. Ship requests for MUSE support must be submitted to COMSUBGRU Seven, with information copies to FDRMC Det Bahrain, SRF and COMLOG WESTPAC. Commander, U.S. Naval Force, Europe-Commander, U.S. Naval Forces, Africa-Commander, Sixth Fleet has no MUSE support.

3.4.3 Nuclear Propulsion Plant and Related Equipment. Only qualified Navy or Naval Industrial Activity personnel must perform maintenance on nuclear propulsion plant and related equipment. Ship requests for VRs to this equipment must be forwarded to the TYCOM, with information copies to the parent Immediate Superior In Command, FDRMC Det Bahrain, COMLOG WESTPAC, COMSUBGRU Seven or COMSUBGRU Eight.

3.5 SHIP REPAIR WORK IN SEVENTH FLEET AREA OF RESPONSIBILITY. Paragraph 3.3.2 of this chapter and reference (a) limits vessels with a homeport in the United States to receiving **ONLY** VRs from foreign maintenance facilities. The restrictions imposed by subtitle C, part IV, chapter 863, section 8680 of reference (a) include SRF. The WESTPAC Afloat Fleet Maintenance Activity, SRF, and Guam repair facilities or repair facilities that are conducting maintenance under the AUKUS agreement are considered U.S. repair facilities and are not limited to performing Voyage Repairs on U.S. homeported ships. Additionally, the VR restrictions under reference (a) do not apply to the Forward Deployed Naval Forces ships.

3.6 COMMANDER, SEVENTH FLEET FUNDING AND MANAGEMENT FOR NAVAL SHIP REPAIR FACILITY AVAILABILITIES.

3.6.1 Funding. Funds for the accomplishment of repairs in WESTPAC are centrally budgeted and managed by Commander, Pacific Fleet, with the WESTPAC availability funds being provided direct to each individual repair activity for the accomplishment of authorized repairs to Seventh Fleet ships.

3.6.2 Current Work Package. The Port Engineer as designated by Commander, Naval Surface Group WESTPAC will validate, budget and broker ship's 2 Kilos to repair facilities, COMLOG WESTPAC, SRF, or FLC-NRCD for local contracting (via RMC) following current FLEET and TYCOM policies and procedures.

VOLUME III

CHAPTER 4

SCHEDULED MAINTENANCE PLANNING, PREPARATION AND PRIORITIES

REFERENCES.

(a) NAVSEAINST 4790.8- Ship's Maintenance and Material Management (3-M) Manual
(b) 10 USC – United States Code Title 10 – Armed Forces

LISTING OF APPENDICES.

A Format for Work Screening Message
B FDRMC FFP Surface Ship Availability Milestones
C FDRMC FFP Surface Ship CMAV Milestones
D FDRMC FFP Surface Ship PMAV Milestones
E FDRMC FFP Surface Ship SIA Milestones
F FDRMC FFP LCS RAV Milestones
G SRF FFP Surface Ship Availability Milestones
H SRF FFP Surface Ship CMAV Milestones
I SRF FFP Surface Ship SIA Milestones
J COMSEVENTHFLT FFP Surface Ship PMAV Milestones
K COMSEVENTHFLT FFP LCS RAV Milestones
L Milestone Acronyms

4.1 PURPOSE. To implement the policies of reference (a) when planning deployed maintenance and to describe the process for the submittal and review of work packages and message work candidates for deployed ships.

4.2 SURFACE FORCE SHIP WORK PACKAGE PREPARATION. Volume II, part II, chapter 2 of this manual establishes Naval Surface Force ship maintenance work item and specification package preparation procedures, milestones and business rules. A sample Work Screening message appears in Appendix A of this chapter. Aircraft Carrier and Submarine milestones are located in volume II, part II, chapter 2 of this manual. Forward Deployed Naval Forces (FDNF) Surface Ship milestones for Continuous Maintenance Availabilities (CMAV), Surface Incremental Availabilities (SIA), Restricted Availabilities (RAV), Littoral Combat Ship, and Preventative Maintenance Availabilities (PMAV) are in Appendix B through Appendix K of this chapter. Appendix L provides the various acronyms utilized within the FFP milestones: Appendix B through Appendix K of this chapter. These business rules apply to Regional Maintenance Centers (RMC), Surface Type Commanders (TYCOM), Systems Commanders (sponsoring Program Alterations) and other Alteration Installation Team Sponsors.

4.3 CONTINUOUS MAINTENANCE PLANNING. In this Chapter on Deployed Maintenance, the term Continuous Maintenance (CM) Planning refers to FDNF ships, and to work brokered to the Afloat Fleet Maintenance Activity (AFMA) for all other ships. A vital part of CM is the scheduling and accomplishment of work outside of Chief of Naval Operations availabilities. This allows the ship to be consistently maintained at acceptable readiness levels. Private Sector Industrial Activity contracts create a long-term relationship with the executing activity that facilitates the execution of CM. The ship's maintenance teams should recognize every scheduled

in-port period as an opportunity to accomplish CM. Funding for CM is included in the ship's Maintenance and Modernization Business Plan. Discussions with Private Sector Industrial Activity contractors and I-Level service providers indicate that in order to get the most efficient use of CM maintenance dollars there are some minimum planning thresholds that should be adhered to in order to prevent premiums from being accrued. A minimum of 30 days should be allotted between the time depot level work is brokered to the executing activity and work is scheduled to start. A minimum of 40 days should be allotted for work brokered to I-Level activities. This assures there is adequate time to plan the work and acquire the necessary material in an efficient manner. If these minimum thresholds cannot be complied with, the work should be postponed until the next CM opportunity. The Maintenance Team may run a business case if there are other factors that might justify the addition of work inside these preferred windows.

4.4 CURRENT SHIP'S MAINTENANCE PROJECT MAINTENANCE WHILE DEPLOYED.

a. Under the CM concept, parent Maintenance Team, RMC, Immediate Superior In Command (ISIC) and the Fleet Maintenance Activity (FMA) will not transfer the Current Ship's Maintenance Project to the deployed unit's maintenance activity. Parent Maintenance Team, RMC, ISIC and the FMA will maintain control of the Current Ship's Maintenance Project and will broker work, as a continuous process, per volume II, part I, chapter 2 of this manual.

b. Parent Maintenance Team, RMC, ISIC and the FMA will identify work candidates brokered to a deployed screening activity in the appropriate Information Technology (IT) system and report them to the ship through weekly Work Package Summary reports.

c. When normal screening systems are down, parent Maintenance Team, RMC, ISIC and the FMA will receive automatic feedback on status of brokered work candidates through the appropriate IT system(s). The forward screening activity can identify work candidates that will **not** be undertaken during deployment by using the "Return to Broker" function.

4.5 WORK CANDIDATE PREPARATION AND PRIORITY.

a. Work candidates must be prepared in strict accordance with reference (a). Use a message work candidate per volume II, part I, chapter 4 of this manual whenever an OPNAV 4790/2K **cannot** be sent by any other means.

b. Following End-to-End Maintenance Process procedures, an appropriate Figure of Merit should be assigned.

c. Priority assignment in OPNAV 4790/2K is a major factor in determining whether a work candidate is approved for accomplishment during deployment and must be accurate. Table 4-1 illustrates the interrelationships.

PRIORITY	DESCRIPTION	ACTIVITIES
1	Voyage Repairs.	AFMA, Technical Assistance or Foreign Contractor, Naval Ship Repair Facility, Strike Force Intermediate Maintenance Availability (SFIMA)
2	Urgent repairs during Unscheduled Maintenance Availabilities.	AFMA, Technical Assistance or SFIMA
3	Routine repairs.	AFMA or SFIMA
4	Desirable ship work.	AFMA or SFIMA

Table 4-1
Deployed Accomplishment For Non-Forward Deployed Naval Forces Ships

4.6 SUBMISSION OF WORK PACKAGES. Screened work packages should be continuously available to Commander, Logistics (COMLOG) Western Pacific (WESTPAC), Forward Deployed Regional Maintenance Center (FDRMC) Naples, Det Bahrain and the AFMAs from the ship's parent Maintenance Team Ship Repair Facility (SRF) Yokosuka, Detachment Singapore, Detachment Sasebo, and ISIC. These work packages will form the basis for each availability. To ensure clearly defined work packages at availability start, the accomplishing activity (FMA, RMC or Maintenance Manager) will provide a screening message at arrival minus ten days to all concerned with an information copy to responsible ISICs and RMC (See Appendix A of this chapter).

4.7 WORK CANDIDATE SCREENING AND BROKERING.

a. For Commander, U.S. Naval Forces, Europe-Commander, U.S. Naval Force, Africa-Commander, Sixth Fleet (COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT) Area of Responsibility (AOR), FDRMC Naples will screen, budget and broker surface ship's maintenance work candidates to Fleet Maintenance Activities, stateside repair facilities or to the Naval Regional Contracting Department for local. Commander, Submarine Group (COMSUBGRU) Eight will screen submarine Message Work Candidates, and coordinate with the Unit's home Fleet Maintenance Activity to broker the work to the appropriate repair facility.

b. For Commander, Fifth Fleet (COMFIFTHFLT) AOR, the Maintenance Team will screen, budget and broker ship's OPNAV 4790/2Ks to repair facilities, COMLOG WESTPAC, RMC, Fleet Logistics Center (FLC) or Naval Regional Contracting Department for local contracting (via RMC or COMLOG WESTPAC) following current Fleet and TYCOM policies and procedures.

c. For Commander, Seventh Fleet (COMSEVENTHFLT) AOR. For all maintenance actions in COMSEVENTHFLT, Port Engineer designated by COMNAVSURFGRU WESTPAC will validate, screen, and broker surface ship's maintenance work candidates to FMAs, stateside repair facilities, FLC Yokosuka , FLC Det Sasebo, FLC

Det Singapore for local contractor accomplishment. COMSUBGRU Seven will screen submarine Message Work Candidates, and coordinate with the Unit's home FMA to broker the work to the appropriate repair facility. COMSUBGRU Seven will also screen surface ship OPNAV 4790/2Ks to its assigned AFMA referred to them from COMLOG WESTPAC.

4.8 SCREENING OF WORK CANDIDATES AND WORK PACKAGES.

a. Table 4-2 provides AOR activities authorized to conduct screening of work packages:

AOR	ACTIVITY	REMARKS
COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT	FDRMC Naples	Screening for surface ships deployed to Sixth Fleet
	COMSUBGRU Eight	Screening for submarines deployed in Sixth Fleet.
COMFIFTHFLT	FDRMC Det Bahrain	Screening for all Arabian Gulf, Arabian Sea, Red Sea activities (AFMA, Contractor).
	COMFIFTHFLT AFMA	Screening for assigned MAVs only.
	COMSUBGRU Seven	Screening for all deployed submarines.
COMSEVENTHFLT	COMNAVSURGRU WESTPAC	Screening for FDNF assigned ships and deployers visiting to COMSEVENTHFLT AOR.
	WESTPAC AFMA	Screening for AFMAs only.
	COMSUBGRU Seven	Screening for all submarine and assigned surface ship AFMAs.
		Screening for all deployed submarines.
	COMSUBRON Fifteen	Screens all work candidates and work packages brokered to the assigned AFMA.

Table 4-2
AOR Work Package Screening Authority

b. Non-FDNF Voyage Repairs Only. When AFMAs visit ports with substantial Naval repair facilities or are in commercial ports during times of high port loading, it is often desirable to divide availabilities and primary work screening functions between the shore activity and the AFMA on a ship-by-ship basis. When this happens, the applicable maintenance manager will, by message, assign the primary availability and work package screening responsibility to either the shore activity or the AFMA. When assigned, the primary activity will request and screen the work package. The primary activity will also screen work candidates for referral to the secondary activity for review and acceptance or rejection. The secondary activity will then issue its own screening message concerning only the work candidates referred by the primary activity. Ports where this may be routinely expected to happen are:

PORT	ACTIVITY
Yokosuka	SRF
Sasebo	SRF
Singapore	SRF

c. The following guidance applies to work to be accomplished by all maintenance activities on ships not permanently homeported overseas:

(1) Work candidates which are clearly within the capability of Ship's Force will not normally be accomplished by repair activities, but technical assistance will be provided if the need is substantiated.

(2) Work candidates for material only or manufacture of standard stock items will not be approved, unless the item is not available in time to ensure timely correction of Casualty Reports or major safety items only.

(3) Unless previously authorized by the TYCOM, work candidates for ship changes will not normally be approved while deployed.

(4) Activities authorized to accomplish work screening will use screening messages prepared per Appendix A of this chapter, or via E-mail (SIPRNET or NIPRNET) as applicable.

4.9 FDNF LITTORAL COMBAT SHIP. The limited capacity of the crew to conduct maintenance requires a fundamentally different approach to material readiness. Preventive Maintenance execution is unique in that the crew is not responsible for oversight and execution for the entirety of the Preventive Maintenance System (PMS) effort. Additionally, due to the limited capacity of the crew, periodic basic facility maintenance support for housekeeping, corrosion control, and industrial cleaning is required. Volume II, part I, chapter 4 of this manual contains further information on facility maintenance.

a. In order to comply with reference (b) the notional two-week availability, at a minimum accomplished every four months by Littoral Combat Ship (LCS) ships, must be identified as a RAV. Use availability category code per volume II, part II, chapter 1, Appendix A of this manual while FDNF. Non-FDNF LCS maintenance information can be found in volume II, part I, chapter 4 of this manual. Planning and

execution of FDNF homeported or deployed LCS RAVs will be accomplished per Appendix F or Appendix K of this chapter, as applicable to AOR.

b. Preventative Maintenance Availability. A scheduled availability dedicated for off-hull based personnel to perform PMS, normally five days, scheduled notionally once per month during a period when the ship will be in port. PMS must be accomplished in accordance with volume VI, chapter 19-6 of this manual and Appendix D or Appendix J of this chapter, as applicable to AOR.

APPENDIX A

FORMAT FOR WORK SCREENING MESSAGE

FM (ACTIVITY)//
TO USS (SHIP NAME AND HULL NO.)//
INFO (MAINTENANCE MANAGER)//
(OPERATIONAL COMMANDER)//
(PARENT RSG/RMC)//
(PARENT ISIC)//
BT
UNCLAS //N04700//
MSGID/GENADMIN/ACTIVITY//
SUBJ/WORK PACKAGE SCREENING FOR VR/OTHER AVAILABILITIES//
REF/A/MSG/(SHIP NAME)//
REF/B/DOC/COMUSFLTFORCOMINST 4790.3//
NARR/REF A IS CALL DOWN MESSAGE. REF B IS JOINT FLEET MAINTENANCE MANUAL//
RMKS//1. WORK PACKAGE (CALL DOWN) FORWARDED REF A RECEIVED AND SCREENED IAW REF B AS FOLLOWS:
A. ACCEPTED FOR ORIG (NSRF) ACCOMPLISHMENT.
(LIST JSNS)(LIST SHIP-TO-SHOP JSNS)
B. SCREENED FOR AFMA USS (SHIP NAME) ACCOMPLISHMENT.
(LIST JSNS)
C. DEFERRED PENDING SHIPCHECK.
(LIST JSNS)
D. DEFERRED: SHIPALT/AER REQUIRES TYCOM AUTH.
(LIST JSNS)
E. DEFERRED: SHIPS FORCE ACCOMPLISHMENT.
(LIST JSNS)
F. DEFERRED: WORKLOAD, FUNDING OR NON-VR.
(LIST JSNS)
G. DEFERRED: INSUFFICIENT INFORMATION.
H. DEFERRED: OTHER.
2. EVALUATION AND COMMENTS CONCERNING WORK PACKAGE QUALITY (IF APPLICABLE)
3. OTHER COMMENTS: SHORE POWER AVAILABILITY, BERTHING PLAN, OTHER SERVICES OFFERED OR PLANNED, ETC.//
BT

NOTE: ENSURE MESSAGES ARE PER CURRENT MESSAGE FORMAT AND CURRENT PLAIN LANGUAGE ADDRESS DIRECTORY (PLAD) IS UTILIZED.

APPENDIX B

FDRMC FFP SURFACE SHIP AVAILABILITY MILESTONES

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
1	Establish CNO Availability Schedule	TYCOM N1, OPNAV	A-880	Schedule established per the Fleet Response Plan maintenance cycle. TYCOM will publish routine updates in NDE as they occur.
2	Issue APL	SPM	A-850	Issue APL announcing CNO availability dates, cognizant NSA, RMC, and additional modernization planning requirements.
3	Establish Work Split Strategy for Modernization	SPM	A-850	PARM will update APS at A-850 and provide to SPM.
4	All SCD Approved at Any Decision Point Scheduled in NDE-NM	PARM	A-720	All ship changes planned for installation will be scheduled in the NDE-NM.
5	Issue A-700 LOA	TYCOM, SPM	A-700	NAVSEA and TYCOM LOA are issued showing all modernizations scheduled for the CNO Availability. The SPM LOA specifies to the NSA the SCs approved to be accomplished during a specific ship CNO availability. Forecasted ship changes may be viewed through the NDE database and continuing throughout the BAWP to AWP development process. This list will be reviewed at each BAWP Milestone Meeting. Items from this list will not be entered into the ship's CSMP until they have been reconciled with an issued LOA. Authorized and PNA SC must be planned for execution.
6	Issue Post-LCPC Letter	SURFMEPP	A-680	Confirms completion of the LCPC, lists all attendees, provides action items and associated POC. SURFMEPP tracks all action items to completion.
7	Third Party SID Development Request Submitted to SPM for Approval of Work Executed by MSR IND/SIA Method of Install	PARM, AIT Sponsor, Third Party Sponsor	A-660	Pending Planning Yard workload assessment and GFI maturity, if PARM desires to utilize a Third Party ID developer vice designated planning yard, PARM must request and obtain permission from SPM. Third Party SIDs must be reviewed and approved by designated planning yard.
8	Fund and Task SID Development for Work Executed by MSR IND/SIA Method of Install	TYCOM, PARM, SPM	A-660	SIDs will be tasked and funded. For first time install SC, PARMS are required to provide the PY with the planned execution strategy (work split between shipyard and AIT) to support development of SID or trade-level manpower estimates for advance planning, schedule integration, and subsequent work specification development. TDPs and GFI will be provided in support of ship checks and SID development. Drawings are to be developed per NMP-MOM Appendix L, TECH SPEC 9090-600B.
9	ICD and IRD Delivered to Alteration	PARM	A-660	As indicated, ICDs and IRDs for IND/SIA installs provided to the Developer or PY.

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
	Developer/PY for IND/SIA Installs			
10	Provide Availability Target Control	TYCOM	A-655	A financial control is required in order to establish the Availability Planning Requirements.
11	Provide Incremental Funding for Ordering LLTM	TYCOM, PARMs	A-650	Provide incremental funding for ordering LLTM for both Maintenance (Repair) and Modernization (Alterations).
12	Establish Availability in the Applicable IT Maintenance System	RMC C300	A-649	Availabilities will be established in the applicable IT Maintenance System when known or work is ready to be screened.
13	All BAWP Tasks Screened to Appropriate Avail	TYCOM PE	A-639	Maintenance Team screens all BAWP WNs to the appropriate current or future maintenance availability within the respective Information Technology brokering system.
14	Issue A-600 LOA	SPM, TYCOM	A-600	The SPM must prepare and issue the LOA, identifying all Authorized and PNA modernization ship changes scheduled for installation. The SPM LOA specifies to the NSA the SCs to be accomplished during specific ship CNO availability. Authorized and PNA SCs must be planned for execution.
15	Finalize Method of Install for Modernization	TYCOM, PARM	A-600	PARMs will provide final updates to work split strategy to SPM for inclusion in the A-600 LOA.
16	Issue MML Letter	SURFMEPP	A-550	Provides a list of required material necessary to accomplish DMS tasks (information currently in Paragraph 5 of applicable Class Standard Work Templates). RMC request funding to order DMS task material.
17	Modernization Ship Checks Complete for Ship-Specific SIDs for Work Executed by MSR IND/SIA	Planning Yard	A-540	Ship checks (Design, Verification, Production and Proofing) are accomplished in support of the development of SIDs. All ship checks will incorporate a validation and verification of actual Hull or Site configuration. This is a Modernization milestone to ensure all design ship checks are complete in support of the SID delivery milestone.
18	Drawings for any SC Authorized to Use Third-Party SID Development Submitted to the Applicable Planning Yard for Review (for work executed by MSR)	PARM	A-500	If PARM obtained permission from SPM to utilize a Third Party SIDs developer by A-600, PARM must submit Third Party SIDs to designed planning yard for review. Planning Yard requires 60 days for initial review. SID tasking status to be documented in NDE-NM.
19	Task and Fund Planning Yard for SID Development of Work Executed by AIT	PARM	A-500	If approved by SPM to use Third Party Developer, PARM must task and fund the planning yard to conduct SID review and approval when delivered to the planning yard. GFI (approved IRD or TDP) is required at this milestone.

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
20	ICD/IRD Delivered to Alteration Developer/PY for AIT Installs	PARM	A-500	If PARM obtained permission from SPM to utilize a Third Party SIDs developer by A-600, PARM must submit Third Party SIDs to designed planning yard for review. Planning Yard requires 60 days for initial review.
21	Third Party SID Development Request Submitted to SPM for Approval of Work Executed by AIT	PARM	A-480	Pending Planning Yard workload assessment and GFI maturity, if PARM desires to utilize a Third Party SID developer vice designated planning yard, PARM must request and obtain permission from the SPM. Third Party SIDs must be reviewed and approved by designated planning yard.
22	Send Habitability Project Advance Planning Notice	TYCOM N43	A-450	This TYCOM-generated notice identifies Projects proposed for accomplishment, and provides work scope details including, if applicable, Ship's Force manpower requirements. This notice also requests Commanding Officer's comments, concurrence and commitment of resources to the proposed projects.
23	Accomplish Mid-Cycle Review	SURFMEPP	A-440	Meeting to review the ship's BAWP, CSMP, active DFS, Class Advisories, routines, services, and the latest Availability Duration. SSEOC applicable WNs will be branded as Mandatory Technical Requirements per the JFMM. The BAWP Status Letter is the output.
24	PYs Issue or Deliver SIDs for Work Executed by MSR IND/SIA	Planning Yard	A-435	A SC without PY-approved SIDs must be considered not executable by the MSR and at risk of deferral from the SPM authorization letter.
25	Maintenance Ship Checks Complete	RMC or WFO	A-420	Intent is that all maintenance-related ship checks will be completed as early as possible within the planning process; however, no later than this milestone.
26	C5IMP Baseline Lock Event	SEA 05H	A-420	1. Provide C5IMP baseline assessment to Fleet Commander for review and C5IMP baseline lock approval. 2. Review all SFI Category 1 and 2 planned and scheduled SCs to establish the planned C5IMP baseline. 3. SCDs past the first Decision Point must be scheduled in NDE. SCDs that are planned but do not have a phase approval will be reviewed for inclusion in the C5IMP baseline. 4. SCs that are scheduled in NDE will be reviewed and presented to the Fleet Commander for addition to the approved C5IMP baseline in an Authorized or Planned Not Authorized status. 5. Any C5IMP SC baseline change after this baseline lock will be submitted via C5IMP ECCB.
27	Provide AIT Support Requirements and Required Milestones for Work item Development	TYCOM, PARM	A-415	Identification of AIT support requirements provided: When an AIT requires industrial support, (e.g., crane and rigging services, welding/burning, compressed air), during accomplishment of the alteration or SC, coordinate with local RMC for Support. Services requests, the AIT manager or designated representative must utilize Exhibit K1 Template "AIT Support Services Request Form" of the TS9090-310G to provide requirements to the Maintenance Team and the planning

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
				activity to generate a 4E-compliant support work item to be included in the availability work package.
28	Issue BAWP Status Letter	SURFMEPP	A-410	Confirms completion of the Mid-cycle Review milestone. It includes any End-to-End Process non-compliance concerns, "AS"-branded MSA WNs due within the cycle, discusses the disposition of Class Advisories and DFS, TSRA and Dry-Docking concerns (if applicable).
29	Issue A-400 LOA	SPM	A-400	The SPM prepares and issues the LOA, identifying all authorized and PNA modernization SCs scheduled for installation. The SPM LOA specifies to the NSA the SCs to be accomplished during the specific ship CNO availability. Authorized and PNA SCs shall be planned for execution.
30	Modernization Package Lock	SPM, TYCOM	A-365	Work Package 2Ks Locked Based on Target Control for Program Modernization Alts (LMA IND/SIA/AIT with Support Services)) Based on LOA: Intent is that 100% of the expected 2Ks have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next package development milestone. Missing GFI (SIDs, BOM/4720, SOW, and SSR) results in WN being removed from work package.
31	50% of D-level Maintenance Work Package 2Ks Locked Based on Target Control to Include All BAWP Items	Ashore Ships Maintenance Manager	A-365	Intent is that 50% of the expected 2Ks (work, not services) have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next lock milestone.
32	Submit Third Party SIDs to PY for Review and Approval	PARM	A-360	If PARM obtained permission from SPM to utilize a Third Party SID developer by A-480, PARM must submit Third Party SIDs to designated planning yard for review.
33	Validate Availability Target Control	TYCOM	A-360	Provide the latest funding requirements (target controls) for the CNO availability based on the budget cycle (PRESBUD, DON/FAST, OSD).
34	Final Funding Provided for LLTM	TYCOM, PARM	A-360	Provide incremental funds for ordering LLTM for both repair and alt or mod work to meet required dates. This is an iterative process as LLTM is identified and funding is requested and authorized based on the lead time. It is incumbent on the Execution Planning Activity or MT to identify LLTM as soon as possible. LLTM is defined as any material with a delivery date in excess of 30 days.
35	LLTM Delivery Order Awarded	FLC Contracts	A-345	FLC Contracts awards the CFM delivery order that supports availability CFM procurements.
36	Complete P&E of Work Assigned by the 50% Work Package Lock Milestone to Include All BAWP Items and	Planning Activity	A-345	The requirement is that all work brokered by the 50% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with minimum quality as described as a "Class C" estimate.

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
	Program Modernization Updates Based on LOA			
37	Begin Continuous Estimating and Incremental Planning Review Process	Executing Activity	A-345	Work items will be delivered to the Executing Activity through the contracting officer to begin incremental planning and proposal development.
38	Planning Yard Issues RFP to SUPSHIP in support of LLTM Procurement	Planning Yard	A-330	RFP delivered to SUPSHIP to support LLTM procurement for Modernization material.
39	80% of D-level Maintenance Work Package 2Ks Locked Based on Target Control to Include All BAWP Items and Program Modernization Updates Based on LOA	Ashore Ships Maintenance Manager	A-325	Intent is that 80% of the expected 2Ks (work, not services) have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next lock milestone.
40	Submit Deferral Letter with Maintenance Team Assist to SURFMEPP	TYCOM N43	A-325	TYCOM will submit a Change Deferral Request Letter to SURFMEPP, which will include a list of Change Deferral Requests for subject OFRP Maintenance Cycle.
41	Submit Deferral Recommendation Letter to SDM (SEA05)	SURFMEPP	A-315	SURFMEPP receives TYCOM's Deferral Request Letter, adjudicates the Mandatory Technical Requirement requests (if any), and provides recommended actions for review by the SDM (SEA 05) via the Deferral Recommendation Letter.
42	Funding for Procurement of LLTM Provided to SUPSHIP by Planning Yards	Planning Yard	A-315	All funding required for the procurement of Modernization LLTM available for award by SUPSHIP.
43	SDM Deferral Letter Response Submitted to TYCOM	SEA 05 SDM	A-305	SEA 05 issues final adjudication of TYCOM’s Mandatory Technical Requirement deferral request.
44	Complete P&E of Work Assigned by the 80% Work Package Lock Milestone to Include All BAWP Items and Program Modernization Updates Based on LOA	Planning Activity	A-295	All work brokered by the 80% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with the minimum quality described as a "Class C" estimate.

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
45	Planning Yard Issue Shortage Reports	Planning Yard	A-285	PY identify any LLTM that is in jeopardy of not meeting delivery dates and provide notification to the SPM and SC sponsor.
46	WSIA	SEA 05H	A-280	Provide to the Warfare SIM a validated baseline for scheduled SCs in NDE-NM.
47	100% of D-level Maintenance Work Package 2Ks Locked Based on Target Control to Include All BAWP Items and Program Modernization Updates Based on LOA	TYCOM PE	A-275	Intent is 100% of the expected WNs have been screened and brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost-effective manner and does not batch this work in front of the next package development milestone. GFI submission deadline for all work notifications.
48	Issue TYCOM 100% Lock Letter	TYCOM, RMC	A-275	The Lock Letter is the complete list of all TYCOM work with the JSNs that are screened and brokered to the identified CNO availability. It includes a short CSMP summary and Class "F" cost estimate for each JSN. Lock letter includes: Mandatory Class Maintenance Plan tasks, Fleet alterations, TYCOM repairs, option items and service and routines.
49	Complete P&E of Work Assigned by the 100% Work Package Lock Milestone to Include All BAWP Items and Program Modernization Updates Based on LOA	Planning Activity	A-255	The requirement is that all work brokered by the 100% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with the minimum quality described as a "Class C" estimate.
50	Issue Specification Package to FLC	RMC C300	A-250	Issue a final specification package for the availability upon which proposals will be based. All work after this date will be handled as supplemental and/or new work.
51	Accurate and Complete Planning Package Verified and Ready for Solicitation. Turnover to FLC Contracts (CD/References /Key Events/Work Items/CLIN Structure)	RMC C300	A-250	Requirements Packages must include all necessary data as required in the Requirements Package Checklist. RMC C300 is responsible for ensuring all required data is compiled and submitted to the cognizant PCO.
52	Solicitation for Proposals	FLC Contracts	A-240	100% Package turned over to the executing activity for pricing.

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
53	PYs Issue or Deliver SIDs for Work Executed by AIT	Planning Yard	A-240	(AIT ONLY) Planning Yard will issue or deliver SIDs intended for execution by AIT. ApprovSIDs will be loaded into NSDER.
54	80% KTR Proposal	Executing Activity	A-225	80% package proposal allow MT/KO to gage the need for package scope or budget adjustments.
55	Conduct WPIC	RMC C300	A-220	Provides a forum for early identification of work requirements that require integration to avoid conflicts with other work during execution.
56	ILS Submitted to SPM for Review/Certification	PARM	A-210	PARMs shall ensure ILS certification packages are submitted to ensure certification is met by the A-120 milestone. (PMS 505: Interim/Hull cert may be approved with immature ILS products, if all ILS products are mature a final/class ILS cert must be approved by the SPM).
57	100% KTR Proposal	Executing Activity	A-195	100% package proposal allow MT/KO to gage the need for package scope or budget adjustments.
58	Authorize C5IMP Baseline in NDE-AMPS	SEA 05H	A-190	All SCs in baseline must be approved for SPM A-95 LOA Authorization.
59	All Modernization Risk Assessments Approved	TYCOM, FLT CDR	A-180	Perform an impact assessment for SCs that have not achieved maturity per the Navy Modernization milestone charts to determine whether or not to proceed with installation planning. Excludes SPM approved LI-TYPE alterations.
60	ILS Certification Status, are to be, at minimum, UD	PARM	A-180	It is the responsibility of the associated activities to ensure timely submittal of ILS packages to ensure milestone compliance.
61	Pre-BCM Route for Approval	FLC Contracts	A-170	Pursuant to DFARS 215.306(c)(1), for all contract actions valued at over $100 Million, PCOs should conduct discussions; however, discussions are highly encouraged by the FAR/DFARS irrespective of dollar value. When discussions are anticipated, the PCO prepares a Pre-Business Clearance Memorandum, which documents the findings of the PAT and TERP/SSEB, establishes the competitive range and requests approval to enter into discussions.
62	Pre-BCM Approved	FLC Contracts	A-165	The Pre-BCM has been approved through the proper chain of command.
63	100% of O-level Maintenance Work Package Locked	Ship's Force	A-160	Develop a Ship's Force concurrent Work Package that includes all major maintenance actions such as PMS, repairs, alterations and testing to be conducted by Ship's Force during the availability, as applicable. Review PMS, CSMP and Testing requirements and ensure all Ship's Force maintenance actions scheduled for accomplishment during the availability are identified.
64	Identify Availability Funding for Modernization Work	NSA	A-150	Identify modernization execution funding requirements to SPM. Provide a no later than date for required funding.

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
65	Final BCM Submitted	FLC Contracts	A-145	The Post-Negotiation BCM submitted for approval through the appropriate chain of command.
66	All Funding Received at FDRMC	TYCOM	A-135	All availability funding available for execution.
67	Final BCM Approved	FLC Contracts	A-135	The Post-Negotiation BCM has received approval through the appropriate chain of command.
68	Award Contract	FLC Contracts	A-120	Notification by the Contracting Officer to a bidder that his offer, or a negotiated proposal, has been accepted. This award establishes a legal obligation between the parties.
69	Award AIT Contracts for Work Not Being Done by Prime Contractor and Identify All Outside Activities Participating in the Availability and Associated Support Requirements	AIT Manager, TYCOM, PARM	A-120	The AIT Manager shall award AIT contracts for work not to be accomplished by the prime contractor and identify all outside activities participating in the availability.
70	Availability Definitized in NMD	RMC C300, FLC Contracts	A-115	The work package is locked from any further changes to support accurate and complete requirement package turnover to FLC Contracts.
71	ILS Certification Packages Complete/SPM Approved	SPM	A-95	All Ship Changes planned for installation during a CNO availability must have completed ILS certification by A-95 or the Ship Change is at risk of deferral.
72	Issue A-95 LOA Message	SPM, TYCOM	A-95	Issue A-95 LOA Message: The SPM must prepare and issue the LOA. All modernization SCs must that have an authorized RA in place or must meet full modernization maturity. All fully mature Low Impact (LI), ST I and II, internal AIT-only installs that do not require LMA support services or require SIDs, and software installation SCs must be scheduled in NDE-NM no later than A-100 for inclusion in the A-95 LOA. Fully mature LIs, ST I and IIs, internal AIT-only installs, and software SCs that do not have significant integration impact on a CNO availability, do not require an LMA support work item may be added to the package without an approved late add request up to A-95, pending full maturity after C5IMP Baseline push.
73	Schedule I-level Work Integration	RMC C900	A-90	I-level work for a CNO availability is reviewed, planned, and integrated into the schedule to not interfere with contractor work. Any work that arrives afterward will be tied to a Key Event or Milestone, or assigned to a specific POP agreed upon by the RMC I-level and the Maintenance Team.
74	Deliver Material (LLTM and Kitted Materials) to Executing Activity	Planning Yard, PARM	A-90	100% of LLTM will be delivered to awarded MSR in support of on-time availability start and execution. Per NAVSEAINST 4490.5 Ser SEA21/019 of 29Jun21, guidance and policy of

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
				GFM by A-90 as the new objective requirement with A-30 remaining as the threshold requirement.
75	AIT Production POAM Submission to LMA and NSA for Schedule Integration	AIT Manager	A-85	The A-85 AIT Production POAM must be submitted to the NSA RMC by A-85 for validation and integration into the overall IPS. Format requirements are specified in TS9090-318H.
76	Conduct WPER	RMC C300	A-60	Review of the integrated work production schedule that has been prepared by the Executing Activity. The complete LMA Availability work package is defined and agreed upon at the WPER.
77	SMR	Executing Activity	A-59	All involved stakeholders performing work (e.g., D-Level, O-Level and I-Level and MOD work) will be de-conflicted and integrated into a package to meet availability schedule.
78	Submit I-Level work package; I-Level Lock	RMC C900	A-60	Intent is that 100% of the expected WNs have been screened and brokered to the I-Level planning activity.
79	I-Level Work Package Accepted	RMC C900	A-55	RMC 900 accepts I-Level work package and assigns resources to accomplish I-Level work package.
80	SOA	Executing Activity	A-0	The first day of the production period for the executing activity.
81	Conduct Departure and Assessment Conference	RMC C300	C+0	To verify the completion of all work assigned to the availability or to document exceptions. Exceptions must have a plan for completion with an estimated completion date and must be tracked through completion. This conference will establish the date and conditions under which the TYCOM and NAVSEA will accept re-delivery of the ship.
82	Issue Completion Report	NSA	C+60	NAVSEAINST 4710.8 series details the requirements for availability completion which must include financial as well as production and exception reporting.
83	Upload BAWP Part 1 of 2 Tasks to Ship's CSMP	SURFMEPP	C+65	SURFMEPP will upload a data file with all mandatory maintenance actions and expected CNO Availability services, with the exception of Tanks and Voids, into the ship’s CSMP in support of ship-specific MT screening and brokering requirements. The data file will span the entire OFRP and will include the requirements through C+120.
84	Conduct SURFMEPP BAWP Closeout Meeting	MT, RMC, TYCOM, SURFMEPP	C+70	Identifies "A"-branded BAWP requirements that were completed, not completed or deferred; establishes requirements for the next OFRP Maintenance Cycle and reviews outstanding DFS.
85	Verify Completion of Departure Report and Closeout of Avail in the Appropriate IT System	RMC C300	C+90	Purpose is to verify that financial information, AWRs and work items, as applicable, have been uploaded and closed out in the appropriate IT system as required by NAVSEA Standard Item 009-99.
86	Submit Final BAWP Closeout Report	SURFMEPP	C+100	Purpose is to document the results (including follow up action items) from the Closeout Meeting.

EVENT #	Task or Milestone	Responsible Activity	FDRMC	DESCRIPTION
87	Conduct LCPC	SURFMEPP	C+115	The LCPC agenda will include a review of the planning schedule, Corrosion Plan, required CMP assessments, NDE modernization forecasts, CNO Availability services/routines as applicable, organizational responsibilities and DFS.
88	Upload BAWP Part 2 of 2 Tasks to Ship's CSMP	SURFMEPP	C+125	SURFMEPP will upload a data file with all mandatory Tank and Void maintenance tasks into the ship's CSMP in support of ship-specific MT screening and brokering requirements. The data file will span the entire OFRP and will include the Tank and Void requirements through C+120.
89	Issue Post-LCPC Letter	SURFMEPP	C+135	Confirms completion of the LCPC, lists all attendees, provides action items and associated POCs. SURFMEPP tracks all action items to completion.

APPENDIX C

FDRMC FFP SURFACE SHIP CMAV MILESTONES

Milestone	A +/- Dates			
	Rota and Naples	Bahrain >$1M	Bahrain $1M to $250K	Bahrain $<250K
Avail Opened in NMD	A-365	A-270	A-230	A-110
Provide Incremental Funding for Ordering LLTM	A-345	A-270	A-230	A-110
50% of D-level Maintenance Work Package 2Ks Locked Based on Target Control	A-190	A-250	A-210	A-105
80% of D-level Maintenance Work Package 2Ks Locked Based on Target Control	A-175	A-230	A-190	A-100
Complete P&E of Work Assigned by the 50% Work Package Lock	A-170	A-225	A-185	A-97
Begin Continuous Estimating and Incremental Planning Review Process	A-170	A-225	A-185	A-97
Complete P&E of Work Assigned by the 80% Work Package Lock	A-155	A-220	A-180	A-95
100% of D-level Maintenance Work Package 2Ks Locked Based on Target Control	A-150	A-215	A-175	A-95
Complete P&E of Work Assigned by the 100% Work Package Lock Milestone	A-125	A-162	A-132	A-61
Issue Specification Package to FLC	A-120	A-160	A-130	A-60
50% Contractor Proposal Submitted	A-120	A-155	A-125	A-55
Pkg Turnover to KTR for proposal	A-115	A-150	A-120	A-50
100% contractor proposal submitted	A-100	A-120	A-75	A-35
All Funding Available for Award	A-75	A-90	A-40	A-30
Award Delivery Order	A-60	A-40	A-40	A-30
Submit I-Level Work Package; I-Level Lock	A-45	A-35	A-35	A-30
I-Level Work Pkg Accepted	A-40	A-30	A-30	A-25
Ship Force Work List Submitted	A-35	A-25	A-25	A-20
Availability Definitized in NMD	A-10	A-20	A-20	A-20
Conduct WPER/Arrival Conference	A-5	A-10	A-10	A-10
SOA	A-0	A-0	A-0	A-0

APPENDIX D

FDRMC FFP SURFACE SHIP PMAV MILESTONES

Milestone	A +/- Dates	
	Rota and Naples	Bahrain
Avail Opened in NMD	A-100	A-130
100% of D-level Maintenance Work Package 2Ks Locked	A-50	A-125
Complete P&E of Work Assigned by the 100% Work Package Lock Milestone	A-45	A-121
Issue Specification Package to FLC	A-44	A-120
All Funding Available for Award (Initial Funding Document)	A-35	A-120
Contractor proposal submitted	A-34	A-80
Award delivery order	A-18	A-50
Availability Definitized in NMD	A-14	A-49
SOA	A-0	A-0

APPENDIX E

FDRMC FFP SURFACE SHIP SIA MILESTONES

Milestone	A +/- Dates	
	Rota/Naples	Bahrain
Avail Opened in NMD	A-365	A-365
Provide Incremental Funding for Ordering LLTM	A-360	A-365
TYCOM Alteration Installation Message	A-265	A-120
Planning Item Developed in NMD	A-220	A-365
Modernization SIDs Received	A-205	A-90
50% of D-level Maintenance Work Package 2Ks Locked Based on Target Control to Include All BAWP Items	A-200	A-365
Modernization 2K's Locked/SSR's Received	A-175	A-60
Complete P&E of Work Assigned by the 50% Work Package Lock	A-175	A-345
80% of D-level Maintenance Work Package 2Ks Locked Based on Target Control to Include All BAWP Items and Program Modernization Updates Based on LOA	A-175	A-360
Begin Continuous Estimating and Incremental Planning Review Process	A-170	A-355
Conduct WPIC	A-170	A-355
100% of D-level Maintenance Work Package 2Ks Locked Based on Target Control	A-165	A-350
Complete P&E of Work Assigned by the 80% Work Package Lock	A-155	A-335
AIT POAMs Received	A-145	A-30
Work Items sent to Sponsor for Review	A-145	A-333
Complete P&E of Work Assigned by the 100% Work Package Lock	A-135	A-320
Issue Specification Package to FLC	A-130	A-315
Pkg Turnover to KTR for Proposal	A-125	A-272
50% KTR Proposal submitted	A-120	A-227
100% KTR Proposal submitted	A-105	A-227
Provide Alt/Support Cost to Sponsors	A-100	A-25
Modernization Funding Required	A-75	A-20
All Funding Available for Award	A-70	A-120
100% of O-level Maintenance Work Package Locked	A-65	A-30
Award delivery order	A-60	A-120
Submit I-Level work package; I-Level Lock	A-45	A-35
I-Level Work Package Accepted	A-40	A-30
A-30 WPER IPTD	A-30	A-60

Milestone	A +/- Dates	
	Rota/Naples	Bahrain
Availability Definitized in NMD	A-30	A-110
Conduct Schedule Model Review	A-29	A-59
SOA	A-0	A-0

APPENDIX F

FDRMC FFP LCS RAV MILESTONES

A +/- Dates	Milestone
A-160	DFS Review
A-165	Walk through with PE
A-160	Preliminary Lock meeting
A-155	Package Lock
A-130	WSR F2F Meeting
A-120	Work Package to FLC-B
A-100	Parts List Due to FLC-B
A-100	Funding Document to FLC-B
A-90	Material Status Review
A-95	Solicitation
A-80	Received Bids
A-75	Tech Review
A-50	Award
A-21	Final Material Status
A-14	WPER
A-75	PCPs Due
A-0	Arrival Conference

APPENDIX G

SRF FFP SURFACE SHIP AVAILABILITY MILESTONES

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
1	Establish CNO Availability Schedule	TYCOM N1, OPNAV	A-880	A-880	Schedule established per the Fleet Response Plan maintenance cycle. TYCOM will publish routine updates in NDE as they occur.
2	Issue APL	SPM	A-850	A-850	Issue SPM APL announcing CNO availability dates, cognizant NSA, RMC, and additional modernization planning requirements.
3	Establish Work Split Strategy for Modernization	SPM	A-850	A-850	PARMS will update APS at A-850 and provide to SPM.
4	All SCD Approved at Any Decision Point Scheduled in NDE-NM	PARM	A-720	A-720	All ship changes planned for installation will be scheduled in the NDE-NM.
5	Issue A-700 LOA	TYCOM, SEA 21 SPM	A-700	A-700	NAVSEA and TYCOM LOA are issued showing all modernizations scheduled for the CNO Availability. The SPM LOA specifies to the NSA the SCs approved to be accomplished during a specific ship CNO availability. Forecasted ship changes may be viewed through the NDE database and continuing throughout the BAWP to AWP development process. This list will be reviewed at each BAWP Milestone Meeting. Items from this list will not be entered into the ship's CSMP until they have been reconciled with an issued LOA. Authorized and PNA SCs must be planned for execution.
6	Issue Post-LCPC Letter	SURFMEPP	A-680	A-680	Confirms completion of the LCPC, lists all attendees, provides action items and associated POCs. SURFMEPP tracks all action items to completion.
7	Request Funding for Work Item Development – Maintenance and Repair	RMC C1200	Varies	Varies	Request necessary funding (IY-2) from TYCOM to plan Availability.
8	Third Party SID Development Request Submitted to SPM for Approval of Work Executed by MSR IND/SIA Method of Install	PARM, AIT Sponsor, Third Party Sponsor	A-660	A-660	Pending Planning Yard workload assessment and GFI maturity, if PARM desires to utilize a Third Party SID developer vice designated planning yard, PARM must request and obtain permission from SPM. Third Party SIDs must be

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
					reviewed and approved by designated planning yard.
9	Fund and Task SID Development for Work Executed by MSR IND/SIA Method of Install	TYCOM, PARM, SPM	A-660	A-660	SIDs will be tasked and funded. For first time install ship changes (SC), Participating Acquisition Resource Managers (PARMS) are required to provide the (PY) with the planned execution strategy (work split between shipyard and AIT) to support development of SID or trade-level manpower estimates for advance planning, schedule integration, and subsequent work specification development. TDPs/ GFI will be provided in support of ship checks and SID development. Drawings are to be developed per NMP-MOM Appendix L, TECH SPEC 9090-600B.
10	ICD and IRD Delivered to Alteration Developer/PY for IND/SIA Installs	PARM	A-660	A-660	As indicated, ICDs and IRDs for IND/SIA installs provided to the Developer/PY.
11	Provide Availability Target Control	TYCOM	A-649	A-649	A financial control is required in order to establish the Availability Planning Requirements.
12	Provide Incremental Funding for Ordering LLTM and Execution Planning to Planning Activity	TYCOM, PARMS	A-649	A-540 (PARMS) A-649 (TYCOM)	Provide incremental funding for ordering LLTM for both Maintenance (Repair) and Modernization (Alterations).
13	Establish Availability in the Applicable IT Maintenance System	RMC C1200	A-649	A-649	Availabilities will be established in the applicable IT maintenance system when known or work is ready to be screened.
14	BAWP Tasks Screened to Appropriate Avail	TYCOM PE	A-639	A-639	Maintenance Team screens all BAWP WNs to the appropriate current or future maintenance availability within the respective Information Technology brokering system.
15	Issue A-600 LOA	SPM, TYCOM	A-600	A-600	The SPM must prepare and issue the LOA, identifying all Authorized and PNA modernization ship changes scheduled for installation. The SPM LOA specifies to the NSA the SCs to be accomplished during specific ship CNO availability. Authorized and PNA SCs must be planned for execution.
16	Finalize Method of Install for Modernization	TYCOM, PARM	A-600	A-600	PARMs will provide final updates to work split strategy to SPM for inclusion in the A-600 LOA.

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
17	Notify each Funding Sponsor/PARM Availability Funding Required for Execution Planning and LLTM Procurement	NSA	A-560	A-560	Notify each modernization sponsor/PARM and TYCOM of planning and LLTM funding requirements. Provide a no later than date for required funding.
18	Issue MML Letter	SURFMEPP	A-550	A-550	Provides a list of required material necessary to accomplish DMS tasks (information currently in Paragraph 5 of applicable Class Standard Work Templates). RMC request funding to order DMS task material.
19	Modernization Ship Checks Complete for Ship-Specific SIDs for Work Executed by MSR IND/SIA	Planning Yard	A-540	A-540	Ship checks (Design, Verification, Production and Proofing) are accomplished in support of the development of SIDs. All ship checks will incorporate a validation and verification of actual Hull or Site configuration. This is a Modernization milestone to ensure all design ship checks are complete in support of the SID delivery milestone.
20	Drawings for any SC Authorized to Use Third-Party SID Development Submitted to the Applicable Planning Yard for Review (for work executed by MSR)	PARM	A-500	A-500	If PARM obtained permission from SPM to utilize a Third Party SIDs developer by A-600, PARM must submit Third Party SIDs to designed planning yard for review. Planning Yard requires 60 days for initial review. SID tasking status to be documented in NDE-NM.
21	Task and Fund Planning Yard for SID Development of Work Executed by AIT	PARM	A-500	A-500	If approved by SPM to use Third Party Developer, PARM must task and fund the planning yard to conduct SID review and approval when delivered to the planning yard. GFI (approved IRD and/or TDP) is required at this milestone.
22	ICD/IRD Delivered to Alteration Developer/PY for AIT Installs	PARM	A-500	A-500	If PARM obtained permission from SPM to utilize a Third Party SIDs developer by A-600, PARM must submit Third Party SIDs to designed planning yard for review. Planning Yard requires 60 days for initial review.
23	Third Party SID Development Request Submitted to SPM for Approval of Work Executed by AIT	PARM	A-480	A-480	Pending Planning Yard workload assessment and GFI maturity, if PARM desires to utilize a Third Party SID developer vice designated planning yard, PARM must request and obtain permission from the SPM. Third Party SIDs must be reviewed and approved by designated planning yard.
24	Send Habitability Project Advance Planning Notice	TYCOM N43	A-450	A-450	This TYCOM-generated notice identifies Projects proposed for accomplishment, and

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
					provides work scope details including, if applicable, Ship's Force manpower requirements. This notice also requests Commanding Officer's comments, concurrence and commitment of resources to the proposed projects.
25	Accomplish Mid-Cycle Review	SURFMEPP	A-440	A-440	Meeting to review the ship's BAWP, CSMP, active DFS, Class Advisories, routines, services, and the latest Availability Duration. SSEOC-applicable WNs will be branded as Mandatory Technical Requirements per the JFMM. The BAWP Status Letter is the output.
26	PYs Issue or Deliver SIDs for Work Executed by MSR IND/SIA	Planning Yard	A-435	A-435	A SC without PY-approved SIDs must be considered not executable by the MSR and at risk of deferral from the SPM authorization letter.
27	C5IMP Baseline Lock Event	SEA 05H	A-420	A-420	1. Provide C5IMP baseline assessment to Fleet Commander for review and C5IMP baseline lock approval. 2. Review all SFI Category 1 and 2 planned and scheduled SCs to establish the planned C5IMP baseline. 3. SCDs past the first Decision Point must be scheduled in NDE. SCDs that are planned but do not have a phase approval will be reviewed for inclusion in the C5IMP baseline. 4. SCs that are scheduled in NDE will be reviewed and presented to the Fleet Commander for addition to the approved C5IMP baseline in an Authorized or Planned Not Authorized status. 5. Any C5IMP SC baseline change after this baseline lock will be submitted via C5IMP ECCB.
28	Provide AIT Support Requirements and Required Milestones for Work Item Development	TYCOM, PARM	A-415	A-415	Identification of AIT support requirements provided: When an AIT requires industrial support, (e.g., crane and rigging services, welding/burning, compressed air), during accomplishment of the alteration or SC, coordinate with local RMC for Support. Services requests, the AIT manager or designated representative must utilize Exhibit K1 Template "AIT Support Services Request Form" of the TS9090-310G to provide requirements to the Maintenance Team and the planning activity to generate a 4E-compliant support work item to be included in the availability work package.

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
29	Issue BAWP Status Letter	SURFMEPP	A-410	A-410	Confirms completion of the Mid-cycle Review milestone. It includes any End-to-End Process non-compliance concerns, "AS"-branded MSA WNs due within the cycle, discusses the disposition of Class Advisories and DFS, TSRA and Dry-Docking concerns (if applicable).
30	Issue A-400 LOA	SPM	A-400	A-400	The SPM prepares and issues the LOA, identifying all authorized and PNA modernization SCs scheduled for installation. The SPM LOA specifies to the NSA the SCs to be accomplished during the specific ship CNO availability. Authorized and PNA SCs shall be planned for execution.
31	50% of D-level Maintenance Work Package 2Ks Locked Based on Target Control to Include All BAWP Items	Ashore Ships Maintenance Manager	A-370	A-240	Intent is that 50% of the expected 2Ks (work, not services) have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next lock milestone.
32	Modernization Package Lock	SPM, TYCOM	A-365	A-365	Work Package 2Ks Locked Based on Target Control for Program Modernization Alts (LMA (IND/SIA/AIT with Support Services)) Based on LOA: Intent is that 100% of the expected 2Ks have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next package development milestone. Missing GFI (SIDs, BOM/4720, SOW, and SSR) results in WN being removed from work package.
33	Submit Third Party SIDs to PY for Review and Approval	PARM	A-360	A-360	If PARM obtained permission from SPM to utilize a Third Party SID developer by A-480, PARM must submit Third Party SIDs to designated planning yard for review.
34	Final Funding Provided for LLTM	TYCOM, PARM	A-360	A-360	Provide incremental funds for ordering LLTM for both repair and alt or mod work to meet required dates. This is an iterative process as LLTM is identified and funding is requested and authorized based on the lead time. It is incumbent on the Execution Planning Activity or MT to identify LLTM as soon as possible. LLTM is defined as any material with a delivery date in excess of 30 days.

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
35	Validate Availability Target Control	TYCOM	A-360	A-360	Provide the latest funding requirements (target controls) for the CNO availability based on the budget cycle (PRESBUD, DON/FAST, OSD).
36	PY Issues RFP to SUPSHIP in support of LLTM Procurement	Planning Yard	A-330	A-330	RFP delivered to SUPSHIP to support LLTM procurement for Modernization material.
37	Updated Notification to Sponsor/PARM of Funding Requirement for Execution Planning and LLTM Procurement Based on SID Delivery	NSA	A-330	N/A	Notify each modernization sponsor/PARM and TYCOM of planning and LLTM funding requirements. Provide a no later than date for required funding.
38	Funding for Procurement of LLTM Provided to SUPSHIP by Planning Yards	Planning Yard	A-315	A-315	All funding required for the procurement of Modernization LLTM available for award by SUPSHIP.
39	Planning Yard Issue Shortage Reports	Planning Yard	A-285	A-285	PY identify any LLTM that is in jeopardy of not meeting delivery dates and provide notification to the SPM and SC sponsor.
40	WSIA	SEA 05H	A-280	A-280	Provide to the Warfare SIM a validated baseline for scheduled SCs in NDE-NM.
41	Complete P&E of Work Assigned by the 50% Work Package Lock Milestone to Include All BAWP Items and Program Modernization Updates Based on LOA	Planning Activity	A-260	N/A	The requirement is that all work brokered by the 50% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with minimum quality as described as a "Class C" estimate.
42	Accurate and Complete Planning Package Verified and Ready for Solicitation. Turnover to SEA 21C/RMC C400 (CD/References /Key Events/Work Items/CLIN Structure) (FLC-J)	RMC C300	A-260 (Main Grouping) A-140	A-130	FLC-J Requirements Packages must include all necessary data as required in the Requirements Package Checklist. RMC C300 is responsible for ensuring all required data is compiled and submitted to the cognizant PCO.
43	Solicitation for Proposals	FLC Japan	A-245 (Main Grouping) A-130	A-120	Non-Multi-Option Contracting Vehicles. The Federal Acquisition Regulation designates FedBizOpps as the mandatory " GPE" for posting of Government business opportunities, including proposed contract actions, solicitations and associated information.
44	IGE Complete in support of 50% Package Lock	RMC C1200	A-240	N/A	IGE Complete in support of 50% Package Lock: All work planned in support of the 50% lock milestone must be estimated by

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
					the government with minimum quality as described as a "Class C" estimate.
45	80% of D-level Maintenance Work Package 2Ks Locked Based on Target Control to Include All BAWP Items and Program Modernization Updates Based on LOA	Ashore Ships Maintenance Manager	A-240	A-210	Intent is that 80% of the expected 2Ks (work, not services) have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next lock milestone.
46	PYs Issue or Deliver SIDs for Work Executed by AIT	Planning Yard	A-240	A-240	(AIT ONLY) Planning Yard will issue or deliver SIDs intended for execution by AIT. Approved SIDs will be loaded into NSDER.
47	Submit Deferral Letter with Maintenance Team Assist to SURFMEPP	TYCOM N43	A-220	A-220	TYCOM will submit a Change Deferral Request Letter to SURFMEPP, which will include a list of Change Deferral Requests for subject OFRP Maintenance Cycle.
48	Submit Deferral Recommendation Letter to SDM	SURFMEPP	A-210	A-210	SURFMEPP receives TYCOM's Deferral Request Letter, adjudicates the Mandatory Technical Requirement requests (if any), and provides recommended actions for review by the SDM (SEA 05) via the Deferral Recommendation Letter.
49	ILS Submitted to SPM for Review/Certification	PARM	A-210	A-210	PARMs shall ensure ILS certification packages are submitted to ensure certification is met by the A-120 milestone. (PMS 505: Interim/Hull cert may be approved with immature ILS products, if all ILS products are mature a final/class ILS cert must be approved by the SPM).
50	SDM Deferral Letter Response Submitted to TYCOM	SEA 05 SDM	A-200	A-200	SEA 05 issues final adjudication of TYCOM's Mandatory Technical Requirement deferral request.
51	Authorize C5IMP Baseline in NDE-AMPS	SEA 05H	A-190	A-190	All SCs in baseline must be approved for SPM A-95 LOA Authorization.
52	All Modernization Risk Assessments Approved	TYCOM, FLT CDR	A-180	A-180	Perform an impact assessment for SCs that have not achieved maturity per the Navy Modernization milestone charts to determine whether or not to proceed with installation planning. Excludes SPM approved LI-TYPE alterations.
53	ILS Certification Status, are to be, at minimum, UD	PARM	A-180	A-180	It is the responsibility of the associated activities to ensure timely submittal of ILS packages to ensure milestone compliance.
54	100% of D-level Maintenance Work Package 2Ks Locked Based on Target Control	TYCOM PE	A-170	A-170	Intent is 100% of the expected WNs have been screened and brokered to the planning activity via tasking memo. The planning activity continually develops specs in the

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
	to Include All BAWP Items and Program Modernization Updates Based on LOA				most cost effective manner and does not batch this work in front of the next package development milestone. GFI submission deadline for all work notifications.
55	Issue TYCOM 100% Lock Letter	TYCOM, RMC	A-170	A-170	The Lock Letter is the complete list of all TYCOM work with the JSNs that are screened and brokered to the identified CNO availability. It includes a short CSMP summary and Class "F" cost estimate for each JSN. Lock letter includes: Mandatory Class Maintenance Plan tasks, Fleet alterations, TYCOM repairs, option items and service and routines.
56	Maintenance Ship Checks Complete	RMC or WFO	A-165 (Main Grouping) A-75	N/A	Intent is that all maintenance-related ship checks will be completed as early as possible within the planning process; however, no later than this milestone.
57	Identify Availability Funding for Modernization Work	NSA	A-150	A-150	Identify modernization execution funding requirements to SPM. Provide a no later than date for required funding.
58	Complete P&E of Work Assigned by the 80% Work Package Lock Milestone to Include All BAWP Items and Program Modernization Updates Based on LOA	Planning Activity	A-130	N/A	All work brokered by the 80% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with the minimum quality described as a "Class C" estimate.
59	Conduct WPIC	RMC C300	A-120	A-120	Provides a forum for early identification of work requirements that require integration to avoid conflicts with other work during execution.
60	Award AIT Contracts for Work Not Being Done by Prime Contractor and Identify All Outside Activities Participating in the Availability and Associated Support Requirements	AIT Manager, TYCOM, PARM	A-120	A-120	The AIT Manager shall award AIT contracts for work not to be accomplished by the prime contractor and identify all outside activities participating in the availability.
61	IGE Complete in Support of 80% Lock	RMC C1200	A-115	N/A	All work planned in support of the 80% lock milestone must be estimated by the government with the minimum quality described as a "Class C" estimate.
62	Complete Offeror's Ship Checks	Offerors, Executing Yard	A-105	N/A	In solicitations where the subject ship or a sister ship is made available to prospective offerors, this milestone marks the date where ship checks have been completed.

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
63	Cutoff for Offeror's Questions	FLC Japan	A-100	N/A	The NLT date, issued by the PCO, is the date the government will no longer accept pre-bid inquiries for a particular solicitation. The time frame established allows the PCO time to respond to the inquiry while still maintaining adequate time for the contractor to produce a proposal or bid.
64	ILS Certification Packages Complete/SPM Approved	SPM	A-95	A-95	All Ship Changes planned for installation during a CNO availability must have completed ILS certification by A-95 or the Ship Change is at risk of deferral.
65	Issue A-95 LOA Message	SPM, TYCOM	A-95	A-95	The SPM must prepare and issue the LOA. All modernization SCs must that have an authorized RA in place or must meet full modernization maturity. All fully mature LI, ST I and II, internal AIT-only installs that do not require LMA support services or require SIDs, and software installation SCs must be scheduled in NDE-NM no later than A-100 for inclusion in the A-95 LOA. Fully mature LIs, ST I and IIs, internal AIT-only installs, and software SCs that do not have significant integration impact on a CNO availability, do not require an LMA support work item may be added to the package without an approved late add request up to A-95, pending full maturity after C5IMP Baseline push.
66	Solicitation Amendment for Offeror's Questions	FLC Japan	A-90	N/A	The deadline by which the Government must respond to all outstanding pre-bid inquiries, in the form of an Amendment to the Solicitation, to ensure all necessary changes/updates are incorporated and provide adequate time for contractors to produce proposals.
67	Initial Proposals Received	Offerors, Executing Yard	A-90	N/A	This is the date, provided by the PCO, when a FFP offeror must submit their bid to be considered responsive. Submissions after this date are typically rejected.
68	Initiate CHINFO Drafting	RMC C1200	A-86	A-71	Pursuant to DFARS 205.303, public announcement is required for all contract awards (or modifications) with a value of over $7 million (excluding options). The PCO prepares a press release for publication to the CHINFO after obtaining legal approval.
69	Provide AIT Production POAM	AIT Manager	A-85	A-85	1. AIT Managers will submit AIT Production POAMs to the LMA (with info to the NSA) for all planned modernization to

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
					allow the LMA to properly integrate AIT work into the IPS. 2. The initial production POAM submission must contain the data elements specified in NAVSEA Standard Item 009-60 using exhibit 2 template in NAVSEA TS9090-310 (SERIES) to integrate schedule. 3. SCs which do not meet milestone are at risk for deferral from the availability.
70	Final Proposal Request	FLC Japan	A-85	N/A	The Government requests FPRs to clarify and document issues addressed during discussions from all offerors in the competitive range.
71	Final Proposal Revision Received	Offerors, Executing Yard	A-80	A-90	The date where FPRs from offerors within the competitive range may be submitted in response to the Discussion Questions.
72	All Funding Available for Award	RMC C1200	A-80	A-64	All availability funding available for execution.
73	CHINFO Released	RMC C1200	A-77	A-62	Pursuant to DFARS 205.303, public announcement is required for all contract awards (or modifications) with a value of over $7 million (excluding options). This information will be used in a public news release announcing the award. Congressional members whose states or districts are affected by the contract (either the contractor lives in the state or district or the work will be performed there) will be provided similar information concurrent with the public announcement. Contract award information will be provided to the appropriate PAO in the form of a news release.
74	100% of O-level Maintenance Work Package Locked	Ship's Force	A-75	A-75	Develop a Ship's Force concurrent Work Package that includes all major maintenance actions such as PMS, repairs, alterations and testing to be conducted by Ship's Force during the availability, as applicable. Review PMS, CSMP and Testing requirements and ensure all Ship's Force maintenance actions scheduled for accomplishment during the availability are identified.
75	IGE Complete in Support of 100% Lock	RMC C1200	A-75	A-105	All work planned in support of the 100% lock milestone must be estimated by the government with the minimum quality described as a "Class C" estimate.
76	Award Contract	FLC Japan	A-75	A-60	Notification by the Contracting Officer to a bidder that his offer, or a negotiated

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
					proposal, has been accepted. This award establishes a legal obligation between the parties.
77	Conduct Post-Award Conference	RMC C1200	A-70	A-55	One conference for Government only, followed by a conference with Government and Contractor.
78	Complete P&E of Work Assigned by the 100% Work Package Lock Milestone to Include All BAWP Items and Program Modernization Updates Based on LOA	Planning Activity	A-60	A-110	The requirement is that all work brokered by the 100% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with the minimum quality described as a "Class C" estimate.
79	Final Work Item Review and Approval	RMC C300	A-55	A-100	Work Item reviews must be accomplished on a routine drumbeat established by the MT with the final work item review being completed in support of the established publishing date for the specification package. This will include the final quality, technical and contractual review of the work items. Contractual must include legal requirements, i.e., if sole source, is there sole source justification?
80	Conduct WPER	RMC C300	A-55	A-30	Review of the integrated work production schedule that has been prepared by the Executing Activity. The complete LMA Availability work package is defined and agreed upon at the WPER.
81	SMR and Integrated Schedule Approved	Executing Activity	A-54	A-30	All involved stakeholders performing work (e.g., D-Level, O-Level and I-Level and MOD work) will be de-conflicted and integrated into a package to meet availability schedule.
82	Deliver Material (LLTM and Kitted Materials) to Executing Activity	Planning Yard, PARM	A-30	A-75	100% of LLTM will be delivered to awarded MSR in support of on-time availability start and execution. Per NAVSEAINST 4490.5 Ser SEA21/019 of 29Jun21, guidance and policy of GFM by A-90 as the new objective requirement with A-30 remaining as the threshold requirement.
83	SOA	Executing Activity	A-0	A-0	The first day of the production period for the executing activity.
84	Conduct Departure and Assessment Conference	RMC C300	C+0	C+0	To verify the completion of all work assigned to the availability or to document exceptions. Exceptions must have a plan for completion with an estimated completion date and must be tracked through completion. This conference will establish the date and conditions under which the

EVENT #	Task or Milestone	Responsible Activity	SRF Yokosuka	SRF Sasebo	DESCRIPTION
					TYCOM and NAVSEA will accept re-delivery of the ship.
85	Issue Completion Report	NSA	C+60	C+60	NAVSEAINST 4710.8 series details the requirements for availability completion which must include financial as well as production and exception reporting.
86	Upload BAWP Part 1 of 2 Tasks to Ship's CSMP	SURFMEPP	C+65	C+65	SURFMEPP will upload a data file with all mandatory maintenance actions and expected CNO Availability services, with the exception of Tanks and Voids, into the ship's CSMP in support of ship-specific MT screening and brokering requirements. The data file will span the entire OFRP and will include the requirements through C+120.
87	Conduct SURFMEPP BAWP Closeout Meeting	MT, RMC, TYCOM, SURFMEPP	C+70	C+70	Identifies "A"-branded BAWP requirements that were completed, not completed or deferred; establishes requirements for the next OFRP Maintenance Cycle and reviews outstanding DFS.
88	Verify Completion of Departure Report and Closeout of Avail in the Appropriate IT System	RMC C1200	C+90	C+90	Purpose is to verify that financial information, AWRs and work items, as applicable, have been uploaded and closed out in the appropriate IT system as required by NAVSEA Standard Item 009-99.
89	Submit Final BAWP Closeout Report	SURFMEPP	C+100	C+100	Purpose is to document the results (including follow up action items) from the Closeout Meeting.
90	Conduct LCPC	SURFMEPP	C+115	C+115	The LCPC agenda will include a review of the planning schedule, Corrosion Plan, required CMP assessments, NDE modernization forecasts, CNO Availability services/routines as applicable, organizational responsibilities and DFS.
91	Upload BAWP Part 2 of 2 Tasks to Ship's CSMP	SURFMEPP	C+125	C+125	SURFMEPP will upload a data file with all mandatory Tank and Void maintenance tasks into the ship's CSMP in support of ship-specific MT screening and brokering requirements. The data file will span the entire OFRP and will include the Tank and Void requirements through C+120.
92	Issue Post-LCPC Letter	SURFMEPP	C+135	C+135	Confirms completion of the LCPC, lists all attendees, provides action items and associated POCs. SURFMEPP tracks all action items to completion.

APPENDIX H

SRF FFP SURFACE SHIP CMAV MILESTONES

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
1	Establish CMAV Schedule	TYCOM N1	Annually	Schedule established per the Fleet Response Plan maintenance cycle. TYCOM will publish routine updates in NDE as they occur.
2	Validate Availability Target Control	TYCOM	A-240	Provide the latest funding requirements (target controls) for the CM availability based on the budget cycle (PRESBUD, DON/FAST, OSD, EYG).
3	Request Funding for Work Item Development – Maintenance and Repair	RMC C1200	Varies	Request necessary funding from TYCOM to plan Availability.
4	Final Funding Provided for LLTM	TYCOM	A-190	Provide incremental funds for ordering LLTM for both repair work to meet required dates. This is an iterative process as LLTM is identified and funding is requested and authorized based on the lead time. It is incumbent on the Execution Planning Activity or MT to identify LLTM as soon as possible. LLTM is defined as any material with a delivery date in excess of 30 days.
5	Establish Availability in the Applicable IT Maintenance System	RMC C1200	A-180	Availabilities will be established in the applicable IT maintenance system when known or work is ready to be screened.
6	All Funding Available for Award	RMC C1200	A-80	All availability funding available for execution.
7	100% of D-level Maintenance Work Package 2Ks Locked Based on Target Control	TYCOM PE	A-60	Intent is 100% of the expected WNs have been screened and brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next package development milestone. GFI submission deadline for all work notifications.
8	Issue TYCOM 100% Lock Letter	TYCOM	A-60	The Lock Letter is the complete list of all TYCOM work with the JSNs that are screened and brokered to the identified CNO availability. It includes a short CSMP summary and Class "F" cost estimate for each JSN. Lock letter includes: Mandatory Class Maintenance Plan tasks, Fleet alterations, TYCOM repairs, option items and service and routines.
9	Accurate and Complete Planning Package Verified and Ready for Solicitation. Turnover to FLC-J (CD/References /Key Events/Work Items/ CLIN Structure)	RMC C1200	A-55	Requirements Packages must include all necessary data as required in the Requirements Package Checklist. RMC C1200 is responsible for ensuring all required data is compiled and submitted to the cognizant PCO.

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
10	Solicitation for Proposals	FLC Japan	A-50	Non-Multi-Option Contracting Vehicles. The Federal Acquisition Regulation designates FedBizOpps as the mandatory "Government-wide point of entry (GPE)" for posting of Government business opportunities, including proposed contract actions, solicitations and associated information.
11	Complete Offeror's Ship Checks	Offerors, Executing Yard	A-40	In solicitations where the subject ship or a sister ship is made available to prospective offerors, this milestone marks the date where ship checks have been completed.
12	Cutoff for Offeror's Questions	FLC Japan	A-35	The NLT date, issued by the PCO, is the date the government will no longer accept pre-bid inquiries for a particular solicitation. The time frame established allows the PCO time to respond to the inquiry while still maintaining adequate time for the contractor to produce a proposal or bid.
13	100% of O-level Maintenance Work Package Locked	Ship's Force	A-33	Develop a Ship's Force concurrent Work Package that includes all major maintenance actions such as PMS, repairs, alterations and testing to be conducted by Ship's Force during the availability, as applicable. Review PMS, CSMP and Testing requirements and ensure all Ship's Force maintenance actions scheduled for accomplishment during the availability are identified.
14	Solicitation Amendment for Offeror's Questions	FLC Japan	A-30	The deadline by which the Government must respond to all outstanding pre-bid inquiries, in the form of an Amendment to the Solicitation, to ensure all necessary changes/updates are incorporated and provide adequate time for contractors to produce proposals.
15	Proposals Received	Offerors, Executing Yard	A-20	This is the date, provided by the PCO, when a FFP offeror must submit their bid to be considered responsive. Submissions after this date are typically rejected.
16	Complete P&E of Work Assigned by the 100% Work Package Lock Milestone	Planning Activity	A-20	The requirement is that all work brokered by the 100% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with the minimum quality described as a "Class C" estimate.
17	Final Work Item Review and Approval	RMC C300	A-15	Work Item reviews must be accomplished on a routine drumbeat established by the MT with the final work item review being completed in support of the established publishing date for the specification package. This will include the final quality, technical and contractual review of the work items. Contractual must include legal requirements, i.e., if sole source, is there sole source justification?
18	Final Review IGE Complete	RMC C1200	A-10	All approved work planned must be estimated by the government with the minimum quality described as a "Class C" estimate.
19	Award Contract	FLC Japan	A-10	Notification by the Contracting Officer to a bidder that his offer, or a negotiated proposal, has been accepted.

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
				This award establishes a legal obligation between the parties.
20	Conduct WPER	RMC C300	A-10	Review of the integrated work production schedule that has been prepared by the Executing Activity. The complete LMA Availability work package is defined and agreed upon at the WPER.
21	Conduct Post-Award Conference	RMC C1200	A-8	One conference for Government only, followed by a conference with Government and Contractor.
22	Deliver Material (LLTM and Kitted Materials) to Executing Activity	NSA	A-8	100% of LLTM will be delivered to awarded MSR in support of on-time availability start and execution.
23	SOA	RMC C300	A-0	The first day of the production period for the executing activity.
24	Issue Completion Report	NSA	C+60	NAVSEAINST 4710.8 series details the requirements (greater than 3K MDs) for availability completion which must include financial as well as production and exception reporting.
25	Verify Completion of Departure Report and Closeout of Avail in the Appropriate IT System	RMC C1200	C+90	Purpose is to verify that financial information, AWRs and work items, as applicable, have been uploaded and closed out in the appropriate IT system as required by NAVSEA Standard Item 009-99.

APPENDIX I
SRF FFP SURFACE SHIP SIA MILESTONES

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
1	Establish CNO/CMAV Availability Schedule	TYCOM N1, OPNAV	A-720	Schedule established per the Fleet Response Plan maintenance cycle. TYCOM will publish routine updates in NDE as they occur.
2	Provide Availability Target Control	TYCOM	A-540	A financial control is required in order to establish the Availability Planning Requirements.
3	Third Party SID Development Request Submitted to SPM for Approval of Work Executed by MSR IND/SIA Method of Install	PARM, AIT Sponsor, Third Party Sponsor	A-465	Pending Planning Yard workload assessment and GFI maturity, if PARM desires to utilize a Third Party SID developer vice designated planning yard, PARM must request and obtain permission from SPM. Third Party SIDs must be reviewed and approved by designated planning yard.
4	Fund and Task SID Development for Work Executed by MSR IND/SIA Method of Install	TYCOM, PARM, SPM	A-465	SIDs will be tasked and funded. For first time install SC, PARMS are required to provide the PY with the planned execution strategy (work split between shipyard and AIT) to support development of SID or trade-level manpower estimates for advance planning, schedule integration, and subsequent work specification development. TDPs/ GFI will be provided in support of ship checks and SID development. Drawings are to be developed per NMP-MOM Appendix L, TECH SPEC 9090-600B.
5	Notify each Funding Sponsor Availability Funding Required for Execution Planning and LLTM Procurement	NSA	A-460	Notify each modernization sponsor/PARM and TYCOM of planning and LLTM funding requirements. Provide a no later than date for required funding.
6	Provide Incremental Funding for Ordering LLTM and Execution Planning to Planning Activity	TYCOM, PARMS	A-400	Provide incremental funding for ordering LLTM for both Maintenance (Repair) and Modernization (Alterations).
7	Validate Availability Target Control	TYCOM	A-390	Provide the latest funding requirements (target controls) for the CNO availability based on the budget cycle (PRESBUD, DON/FAST, OSD, EYG).
8	Request Funding for Work Item Development – Maintenance and Repair	RMC C1200	Varies	Request necessary funding from TYCOM to plan Availability.
9	Submit Third Party SIDs to PY for Review and Approval	PARM	A-360	If PARM obtained permission from SPM to utilize a Third Party SID developer by A-480, PARM must submit Third Party SIDs to designated planning yard for review.

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
10	Modernization Ship Checks Complete for Ship-Specific SIDs for Work Executed by MSR IND/SIA	Planning Yard	A-345	Ship checks (Design, Verification, Production and Proofing) are accomplished in support of the development of SIDs. All ship checks will incorporate a validation and verification of actual Hull or Site configuration. This is a Modernization milestone to ensure all design ship checks are complete in support of the SID delivery milestone.
11	Updated Notification to Sponsor/PARM of Funding Requirement for Execution Planning and LLTM Procurement Based on SID Delivery	NSA	A-330	Notify each modernization sponsor/PARM and TYCOM of planning and LLTM funding requirements. Provide a no later than date for required funding.
12	Drawings for any SC Authorized to Use Third-Party SID Development Submitted to the Applicable Planning Yard for Review (for work executed by MSR)	PARM	A-305	If PARM obtained permission from SPM to utilize a Third Party SIDs developer by A-600, PARM must submit Third Party SIDs to designed planning yard for review. Planning Yard requires 60 days for initial review. SID tasking status to be documented in NDE-NM.
13	Task and Fund Planning Yard for SID Development of Work Executed by AIT	PARM	A-305	If approved by SPM to use Third Party Developer, PARM must task and fund the planning yard to conduct SID review and approval when delivered to the planning yard. GFI (approved IRD and/or TDP) is required at this milestone.
14	Finalize Method of Install for Modernization	TYCOM, PARM	A-300	PARMs will provide final updates to work split strategy to TYCOM for inclusion in the A-240 LOA.
15	Third Party SID Development Request Submitted to SPM for Approval of Work Executed by AIT	PARM	A-285	Pending Planning Yard workload assessment and GFI maturity, if PARM desires to utilize a Third Party SID developer vice designated planning yard, PARM must request and obtain permission from the SPM. Third Party SIDs must be reviewed and approved by designated planning yard.
16	Final Funding Provided for LLTM	TYCOM	A-250	Provide incremental funds for ordering LLTM for both repair and alt or mod work to meet required dates. This is an iterative process as LLTM is identified and funding is requested and authorized based on the lead time. It is incumbent on the Execution Planning Activity or MT to identify LLTM as soon as possible. LLTM is defined as any material with a delivery date in excess of 30 days.
17	Modernization Package Lock	TYCOM	A-240	Work Package 2Ks Locked Based on Target Control for Program Modernization Alts (LMA IND/SIA/AIT with Support Services)) Based on LOA: Intent is that 100% of the expected 2Ks have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
				specs in the most cost effective manner and does not batch this work in front of the next package development milestone. Missing GFI (SIDs, BOM/4720, SOW, and SSR) results in WN being removed from work package.
18	Issue Initial Letter of Authorization (LOA)	TYCOM	A-240	TYCOM LOA are issued showing all modernization scheduled for the availability. This list will be reviewed at the TYCOM 100% package lock milestone.
19	PYs Issue or Deliver SIDs for Work Executed by MSR IND/SIA	Planning Yard	A-240	A SC without PY-approved SIDs must be considered not executable by the MSR and at risk of deferral from the SPM authorization letter.
20	PYs Issue or Deliver SIDs for Work Executed by AIT	Planning Yard	A-240	(AIT ONLY) Planning Yard will issue or deliver SIDs intended for execution by AIT. Approved SIDs will be loaded into NSDER.
21	Establish Availability in the Applicable IT Maintenance System	RMC C1200	A-240	Availabilities will be established in the applicable IT maintenance system when known or work is ready to be screened.
22	50% of D-level Maintenance Work Package 2Ks Locked Based on Target Control	Ashore Ships Maintenance Manager	A-200	Intent is that 50% of the expected 2Ks (work, not services) have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next lock milestone.
23	80% of D-level Maintenance Work Package 2Ks Locked Based on Target Control	Ashore Ships Maintenance Manager	A-160	Intent is that 80% of the expected 2Ks (work, not services) have been screened and WNs brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next lock milestone.
24	100% of D-level Maintenance Work Package 2Ks Locked Based on Target Control to Include All Modernization Updates Based on LOA	TYCOM PE	A-100	Intent is 100% of the expected WNs have been screened and brokered to the planning activity via tasking memo. The planning activity continually develops specs in the most cost effective manner and does not batch this work in front of the next package development milestone. GFI submission deadline for all work notifications.
25	Issue TYCOM 100% Lock Letter	TYCOM, RMC	A-100	The Lock Letter is the complete list of all TYCOM work with the JSNs that are screened and brokered to the identified CNO availability. It includes a short CSMP summary and Class "F" cost estimate for each JSN. Lock letter includes: Mandatory Class Maintenance Plan tasks, Fleet alterations, TYCOM repairs, option items and service and routines.
26	Conduct WPIC	RMC C300	A-100	Provides a forum for early identification of work requirements that require integration to avoid conflicts with other work during execution.

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
27	Award AIT Contracts for Work Not Being Done by Prime Contractor and Identify All Outside Activities Participating in the Availability and Associated Support Requirements	AIT Manager, TYCOM, PARM	A-90	The AIT Manager shall award AIT contracts for work not to be accomplished by the prime contractor and identify all outside activities participating in the availability.
28	Accurate and Complete Planning Package Verified and Ready for Solicitation. Turnover to FLC-J (CD/References /Key Events/Work Items/CLIN Structure)	RMC C1200	A-80	Requirements Packages must include all necessary data as required in the Requirements Package Checklist. RMC C300 is responsible for ensuring all required data is compiled and submitted to the cognizant PCO.
29	Solicitation for Proposals	FLC Japan	A-75	Non-Multi-Option Contracting Vehicles. The FARdesignates FedBizOpps as the mandatory " GPE" for posting of Government business opportunities, including proposed contract actions, solicitations and associated information.
30	Complete P&E of Work Assigned by the 80% Work Package Lock Milestone	Planning Activity	A-65	All work brokered by the 80% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with the minimum quality described as a "Class C" estimate.
31	Provide AIT Support Requirements and Required Milestones for Work Item Development	TYCOM, PARM	A-65	Identification of AIT support requirements provided: When an AIT requires industrial support, (e.g., crane and rigging services, welding/burning, compressed air), during accomplishment of the alteration or SC, coordinate with local RMC for Support. Services requests, the AIT manager or designated representative must utilize Exhibit K1 Template “AIT Support Services Request Form” of the TS9090-310G to provide requirements to the Maintenance Team and the planning activity to generate a 4E-compliant support work item to be included in the availability work package.
32	Complete Offeror’s Ship Checks	Offerors, Executing Yard	A-60	In solicitations where the subject ship or a sister ship is made available to prospective offerors, this milestone marks the date where ship checks have been completed.
33	All Funding Available for Award	RMC C1200	A-55	All availability funding available for execution.
34	Cutoff for Offeror’s Questions	FLC Japan	A-55	The NLT date, issued by the PCO, is the date the government will no longer accept pre-bid inquiries for a particular solicitation. The time frame established allows the PCO time to respond to the inquiry while still maintaining adequate time for the contractor to produce a proposal or bid.

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
35	Solicitation Amendment for Offeror's Questions	FLC Japan	A-50	The deadline by which the Government must respond to all outstanding pre-bid inquiries, in the form of an Amendment to the Solicitation, to ensure all necessary changes/updates are incorporated and provide adequate time for contractors to produce proposals.
36	Proposal Received	Offerors, Executing Yard	A-40	The date where FPRs from offerors within the competitive range may be submitted in response to the Discussion Questions.
37	100% of O-level Maintenance Work Package Locked	Ship's Force	A-40	Develop a Ship's Force concurrent Work Package that includes all major maintenance actions such as PMS, repairs, alterations and testing to be conducted by Ship's Force during the availability, as applicable. Review PMS, CSMP and Testing requirements and ensure all Ship's Force maintenance actions scheduled for accomplishment during the availability are identified.
38	Complete P&E of Work Assigned by the 100% Work Package Lock Milestone	Planning Activity	A-35	The requirement is that all work brokered by the 100% lock milestone must be planned (Work Item complete and LLTM identified) and estimated with the minimum quality described as a "Class C" estimate.
39	Award Contract	FLC Japan	A-30	Notification by the Contracting Officer to a bidder that his offer, or a negotiated proposal, has been accepted. This award establishes a legal obligation between the parties.
40	Conduct Post-Award Conference	RMC C1200	A-25	One conference for Government only, followed by a conference with Government and Contractor.
41	Final Work Item Review and Approval	RMC C300	A-25	Work Item reviews must be accomplished on a routine drumbeat established by the MT with the final work item review being completed in support of the established publishing date for the specification package. This will include the final quality, technical and contractual review of the work items. Contractual must include legal requirements, i.e., if sole source, is there sole source justification?
42	Deliver Material (LLTM and Kitted Materials) to Executing Activity	NSA, PARM	A-25	100% of LLTM will be delivered to awarded MSR in support of on-time availability start and execution.
43	Conduct WPER	RMC C300	A-15	Review of the integrated work production schedule that has been prepared by the Executing Activity. The complete LMA Availability work package is defined and agreed upon at the WPER.
44	Integrated Schedule Approved	RMC C300	A-14	All involved stakeholders performing work (e.g., D-Level, O-Level and MOD work) will be de-conflicted and integrated into a package to meet availability schedule.

EVENT #	Task or Milestone	Responsible Activity	SRF	DESCRIPTION
45	SOA	RMC C300	A-0	The first day of the production period for the executing activity.
46	Issue Completion Report	NSA	C+60	NAVSEAINST 4710.8 series details the requirements for availability completion which must include financial as well as production and exception reporting.
47	Verify Completion of Departure Report and Closeout of Avail in the Appropriate IT System	RMC C1200	C+90	Purpose is to verify that financial information, AWRs and work items, as applicable, have been uploaded and closed out in the appropriate IT system as required by NAVSEA Standard Item 009-99.

APPENDIX J

COMSEVENTHFLT FFP SURFACE SHIP PMAV MILESTONES

A +/- Dates	Milestone	Action	Responsible
A-100	Proposed Work Package	Coordinate PMAV Work Package with Planning Yard Planner	LCSRON/SURFDIV Advanced Planner
A-95	Review Proposed Work Package	Complete Availability WO list review. Submit proposed AWP to NSA PM for review.	LCSRON/SURFDIV AP/CDS 7 N4
A-90	Proposed PMS Work Package	Submit proposed Work Package to Executing Activity and PM Material Manager	NSA PM
A-90	FOS/ROS Determination	Notify NSA PM of intended availability location	CDS 7 N4
A-80	Special Tools	Notify NSA PM of any required special tools	PM Material Manager
A-60	LLTM Review	Notify NSA PM of any PMS/WO which have LLTM issues	PM Material Manager
A-50	Reconcile AWP	o Identify issues with the WP, notifying NSA PM of any concerns o Start creating WAFs and tag-outs for the proposed WP	Executing Activity
A-50	Review Reconciled AWP	Complete review of PMS for R checks/hours-based checks	LCSRON/ SURFDIV AP/ CDS 7 N4
A-30	100% Locked Work Package	100% PMS Work Package Locked NSA PM	LCSRON/SURFDIV AP
A-30	100% Locked Meeting	Conduct 100% Lock Meeting. Attendees are CDS 7 N4, Executing Activity, PM Material Manager, and S/F. Purpose of meeting is to: 1. Finalize the availability plan. 2. Ensure all parties agree with final task list. 3. Ensure all WAFs and tag-outs are identified. 4. All space utilization conflicts are resolved. 5. All parts, tools, and special equipment will be available as required. 6. Special services are available (bilge pumping, cranes, man-lifts diving services, etc.)	NSA PM
A-30	Notify S/F of 100% Locked WP	Forward 100% Locked WP to 3MC and Executive Officer	CDS 7 N4
A-30	Authorize WP	Submit Executing Activity's WP to Contracting	NSA PM
A-30	Notify WAF/Tag-out Requirements	Provide WAF/Tag-out information to NSA PM	Executing Activity
A-30	R-check Material Procurement	Submit R checks for accomplishment to Contracting for PM Material Manager procurement	NSA PM

A +/- Dates	Milestone	Action	Responsible
A-28	Authorize Work Package	Submit RCC for Executing Activity's 100% Locked WP to Contracting	NSA PM
A-28	Publish WAF/Tag-out Requirements	Provide WAF/Tag-out information to S/F and CDS 7 N4	NSA PM
A-23	COPA Submission	KTR submit proposal for RCC of Work Package Checks	Executing Activity
A-21	SKED Check	Ensure all crew responsible PMS is scheduled to coincide with contractor PMS in schedule (SKED).	S/F 3MC
A-17	RCC Award	Award RCC for 100% Locked Checks	Contracting activity
A-14	Process Control Procedures	All required material on-site	PM Material Manager
A-14	Notify WAF and Tags	All required material on-site	PM Material Manager
A-14	Publish WAFS and Tags	All required material on-site	PM Material Manager
A-14	Lessons Learned Review	All required material on-site	PM Material Manager
A-10	WPER	Conduct WPER ensure review of 8010 and OP4 requirements	
A-10	Material On-site	All Required Materials On-site	PMM Contractor
A-10	Arrival Brief	Arrival Brief provided to NSA PM	Executing Activity
A-10	WAF/TAG-Out List	S/F Provide deconflicted WAFs/Tags to NSAPM	S/F 3MC
A-7	Arrival Brief Distributed	Arrival brief distributed to S/F and all others concerned	NSA PM
A-1	Ship Arrival	Arrival Conference	NSA PM
A+0	Start	Start of Availability	
C-1	Technical Adjudication	All DFS requests are adjudicated with TWH	NSA PM
C+0	Complete	Availability Complete o All WAFs are closed o All CFRs complete	
C+0	Out-Brief	Out-Brief with Ship's Force and Maintenance Providers	NSA PM
C+3	CFR Submission and Completion Report	All CFRs Submitted and checks updated in Maximo	Executing Activity
C+6	CFRs Complete	All CFRs answered and complete	NSA PM

A +/- Dates	Milestone	Action	Responsible
C+7	Lessons Learned Submission	Submit Lessons Learned to NSA PM for consolidation.	NSA, CDS7, LCSRON APS, S/F, Executing activity, PMM, Contracting Activity

APPENDIX K

COMSEVENTHFLT FFP LCS RAV MILESTONES

A +/- Dates	Milestone	Action	Responsible
A-150	Availability Created for Brokering	Establish availability in MFOM - VSB	Port Engineer
A-136	50% RAV Work Package Brokered	50% WNs brokered to NMD for review and screening	Port Engineer
A-136	50% Review of WNs for Planning	Commence determining WNs for either 3rd Party Planning or In-House Planning NSA Project Team confirmed.	NSA PM & Supv MS
A-136	Availability Created for Planning	NSA Project Team creates the availability in NMD.	NSA PM
A-136	Initiate Screening of WNs to the Availability	Continuous determination of WNs for either AOR ABR/MSRA or for Navy Contracted LCS provider. Establish weekly TELCON/Meeting review with the 3rd Party Planners. Begin communication and coordination with 3rd Party Planners to develop specifications.	NSA PM & MS
A-120	80% RAV Work Package Brokered	80% WNs brokered to NMD for review and screening	Port Engineer
A-120	80% Review of WNs for Planning	Determine WNs for either 3rd Party Planning or In-House Planning NSA Project Team confirmed.	NSA PM & Supv MS
A-110	Initiate Work Specification Review	Conduct continuous reviews of the specs developed by the 3rd Party Planner. Ship check as necessary to finalize the draft work specs.	NSA PM & MS
A-110	LLTM Screening	LLTM requirements in excess of 75 days communicated.	3rd Party Planner / NSA MS
A-90	100 % RAV Work Package Brokered	All WNs submitted (any late WNs) will be handled in a case-by-case basis as required for execution	Port Engineer
A-90	100% Review of WNs for Planning	Determine WNs for either 3rd Party Planning or In-House Planning NSA Project Team confirmed.	NSA PM & Supv MS
A-80	LLTM Procurement Plan	LLTM Identified. LLTM Procurement Plan submitted to NSA.	3rd Party Planner/ NSALOGISTICS/PM
A-80	Specifications Planned	100% Work Specifications Planned.	3rd Party Planner / NSA MS
A-78	Specifications Review	Initial Specifications review with 3rd Party Planner; providing clarification on specification corrections. 3rd Party Planner updates specifications and returns for final review and approval.	CLWP SRU PM & MS / 3rd Party Planner

A +/- Dates	Milestone	Action	Responsible
A-75	LLTM Review	NSA reviews LLTM Procurement Plan. LLTM Procurement Plan submitted to Contracting Activity for procurement.	NSA PM & MS
A-75	Initial Risk Assessment	Potential risk items identified and communicated in writing to NSAACoS for Maintenance/SRU OIC.	NSA PM & MS
A-75	100 % D-level Specifications Approved	Detailed review of work specifications complete technical review of specifications complete.	NSA PE & Supv MS
A-72	IGE Submitted	IGE Submitted to Contracting Activity in support of RFP	NSA PM
A-72	Work Package review complete	Work Specifications bundled for procurement and submitted to Contracting Supporting Statement of Work language (if needed) provided for Procurement.	NSA PM
A-72	Funding Provided	Approved Funding Document submitted to Contracting Activity.	NSA PM
A-70	Request for Proposal	Issue RFP to executing activities.	Contracting Activity
A-49	Proposals Submitted	Complete Proposal submitted to Contracting Activity.	Executing Activities
A-42	Initial Proposals Reviewed	Initial Technical Evaluation of proposals complete	NSA PM & MS
A-40	Discussions	Discussions Complete	Contracting Activity/ Executing Activities
A-38	Final Proposals	Final Proposal Submitted	Contracting Activity/ Executing Activities
A-35	Proposal Reviewed	Final Technical Evaluation of proposals complete.	NSA PM & MS
A-30	Contract Award	Contracts are awarded to Executing Activity.	Contracting Activity
A-29	Post Award Meeting	Completion of Post Award Meetings for all awarded contracts.	Contracting Activity
A-20	WPER	The complete Availability Work Package is defined and agreed upon; the AWP is executable within the RAV time frame, budget, and LMA's capacity.	NSA PM & MS
A-10	Arrival Brief Submitted	Arrival Brief submitted to NSA	NSA PM
A-5	IMS	IMS submitted to NSA PM.	LMA
A-1	Ship Arrival	Arrival Conference	LMA
A+0	Start	Start of Availability	NSA PM
A+7	50% Conference	Conduct 50% Conference	
A+7	Execution Risk Assessment	Potential risks for on-time availability completion communicated in writing to NSAACoS for Maintenance /SRU OIC.	LMA

A +/- Dates	Milestone	Action	Responsible
C-1	Technical Adjudication	All DFS requests are adjudicated with TWH	NSA PM
C+0	Completed	Completion of Availability	
C+3	Closeout Meeting	Completion of Closeout Meeting for all completed contracts	NSA PM / MS
C+7	Lessons Learned	All lessons learned submitted and documented.	NSA PM
C+60	Invoices Received	All invoices settled and fund recoupment completed	NSA PM/TDO
C	Contract Closeout	All completed contracts are closed-out.	Contracting Activity

APPENDIX L
MILESTONE ACRONYMS

3MC	Maintenance Material Management Coordinator	EYG	End of Year Guidance
AIT	Alteration Installation Team	FAR	Federal Acquisition Regulation
ABR	Agreement for Boat Repair	FDRMC	Forward Deployed Regional Maintenance Center
APL	Advance Planning Letter	FedBizOpps	Federal Business Operations
APS	Advanced Planning and Scheduling	FFP	Firm Fixed price
AWP	Availability Work Package	FLC	Fleet Logistics Center
AWR	Automated Work Request	FLC-B	Fleet Logistics Center – Bahrain
BAWP	Baseline Availability Work Package	FLC-J	Fleet Logistics Center – Japan
BCM	Business Clearance Memorandum	FOS/ROS	Forward Operating Station or Remote Operating Station
BOM/4720	Bill of Material	FPR	Final Proposal Revisions
C5ISR	Command, Control, Communications, Computer, Combat Systems, Intelligence, Surveillance and Reconnaissance	GFI	Government Furnished Information
C5IMP	C5ISR Modernization Policy	GFM	Government Furnished Material
CFM	Contractor Furnished Material	GPE	Government-Wide Point of Entry
CFR	Contractor Furnished Report	ICD	Installation Control Drawing
CHINFO	Navy Chief of Information Office	IGE	Independent Government Estimate
CLIN	Contract Line Item Number	ILS	Industrial Logistics Support
CMAV	Continuous Maintenance Availability	IMS	Integrated Maintenance Schedule
CMP	Class Maintenance Plan	IND/SIA	Industrial/Split Industrial/AIT
CNO	Chief Naval Operations	IPS	Integrated Productions Schedule
COPA	Change Over Price Analysis	IPTD	Integrated Project Team Development
CSMP	Current Ship's Maintenance Project	IRD	Installation Requirements Drawing
DFARS	Defense Federal Acquisition Regulation Supplement	IT	Information Technology
DFS	Departures from Specification	JSN	Job Sequence Numbers
DON/FAST	Department of Navy/Fleet Availability Scheduling Team	KTR	Contractor
DMS	Diesel Maintenance Strategy	LCPC	Life Cycle Planning Conference
ECCB	Electronic Change Control Board	LCS	Littoral Combat Ship

LI	Low Impact	PE	Port Engineer
LI-TYPE	Low Impact - Type	PM	Project Manager
LLTM	Long Lead Time Material	PMAV	Phased Maintenance Availability
LMA	Lead Maintenance Activity	PMM	Project Material Manager
LOA	Letters of Authorization	PMS	Planned Maintenance System
MFOM-VSB	Maintenance Figure of Merit - Validation, Screening and Brokering	PNA	Planned not Authorized
MSA	Mandatory Safety Alteration	POAM	Plan of Action and Milestones
MSR	Master Ship Repair		
MSRA	Master Ship Repair Agreement	POC	Points of Contact
MT	Maintenance Team	POP	Period of Performance
MT/KO	Maintenance Team/Contractor Officer	PRESBUD	President's Budget
NDE	Navy Data Environment	PY	Planning Yard
NDE-AMPS	Navy Data Environment - Afloat Master Planning System	RAV	Restricted Availabilities
NDE-NM	Navy Data Environment-Navy Modernization	RCC	Request for Contract Change
NSAACoS	Naval Supervisory Authority Assistant Chief of Staff	RFP	Request for Proposal
NMD	Navy Maintenance Database	RMC	Regional Maintenance Center
NMP-MOM	Navy Modernization Process Management and Operations Manual	S/F	Ships' Force
NSA	Naval Supervisory Authority	SC	Ship Changes
NSAPM	Naval Supervisory Authority Program Manager	SCD	Ship Change Documents
NSDER	Naval Ships Engineering Drawing Repository	SFI	Strike Force Inoperability
OFRP	Optimized Fleet Response Plan	SIA	Surface Incremental Availabilities
OIC	Officer in Charge	SID	Ship Installation Drawings
OSD	Office of the Secretary of Defense	SIM	Systems Integration Manager
P&E	Planning and Estimating	SMR	Schedule Model Review
PAO	Public Affairs Office	SOA	Start of Availability
PARM	Participating Acquisition Resource Managers	SOW	Statement of Work
PAT	Price Analysis Team	SPM	Ship Program Manager
PCO	Procuring Contracting Officer	SRU	Ship Repair Unit
PCP	Process Control Procedures	SSEOC	Surface Ship Engineered Operating Cycle

SSR	Ship's Selected Records	UD	Under Development
ST	Sustainment Type	WAF	Work Authorization Forms
SUPSHIP	Supervisor of Shipbuilding	WFO	Waterfront Office
SURMEPP	Surface Maintenance, Engineering Planning and Procurement	WN	Work Notifications
TDO	Type Desk Officer	WO	Work Order
TDP	Technical Data Packages	WPER	Work Package Execution Review
TERP/SSEB	Technical Evaluation Review Panel / Source Selection Evaluation Board	WPIC	Work Package Integration Conference
TSRA	Total Ship Readiness Assessment	WSIA	Warfare System Installation Assessment
TWH	Technical Warrant Holder	WSR F2F	Work Item Specification Review Face to Face
TYCOM	Type Commander		

VOLUME III

CHAPTER 5

MAINTENANCE SUPPORT FOR NON-UNITED STATES NAVY SHIPS AND ACTIVITIES

5.1 PURPOSE. Maintenance activities addressed in this volume must provide support to Military Sealift Command (MSC) ships, United States Coast Guard (USCG) ships and other craft and activities on a not to interfere with primary mission basis, at the discretion of the Commanding Officer or Officer In Charge. Generally, all material directly chargeable to the work accomplished must be funded by the requesting activity. Requesting activity should also fund any related temporary additional duty and travel expenses. If the requesting activity is non-United States Navy, man-day rates for military and civilian personnel will be chargeable.

5.2 MILITARY SEALIFT COMMAND VESSELS. Before the acceptance of work by the industrial activity, MSC vessels must obtain prior authorization and funding from the cognizant MSC program manager via the ship's MSC port engineer and MSC type desk. Where prior authorization has not been received, the Master and Chief Engineer of the requesting vessel should be directed to submit their Voyage Repair request to their MSC Port Engineer and MSC type desk for work authorization and brokering. After the MSC type desk authorizes the work, and it is accepted by the industrial activity, the industrial activity will use their standard procedures for work candidate processing, planning, Quality Assurance, and work execution methods. The MSC ship Chief Engineer or Port Engineer will be the primary points of contact to coordinate jobs. Work performed by Fleet Maintenance Activities must be included in the Maintenance Resource Management System for tracking and up line reporting. Note that MSC ships do not use the 3M system. A maintenance tracking number and a point of contact must be provided to the Chief Engineer and Port Engineer for tracking the job.

5.3 UNITED STATES COAST GUARD VESSELS. USCG vessels assigned to Navy operational control will be treated the same as Navy vessels for the purposes of maintenance, with the exception that the USCG will fund any direct material, or contractor charges.

5.4 OTHER SERVICE CRAFT AND ACTIVITIES. Work requested by non-Navy activities must be carefully screened to ensure the work is authorized by higher authority, funding arrangements are in place and technical requirements are fully understood prior to acceptance.

VOLUME III

CHAPTER 6

STRIKE FORCE INTERMEDIATE MAINTENANCE ACTIVITY

REFERENCES.

a. OPNAVINST 5440.77 - Missions Functions, and Tasks of United States Fleet Forces Command, United States Naval Forces Northern Command, and United States Naval Forces Strategic Command
b. OPNAVINST 5450.337 - Missions, Functions, and Tasks of Commander United States Pacific Fleet
c. OPNAVINST 4700.7 - Maintenance Policy for Navy Ships
d. COMNAVAIRINST 4790.46 - Aircraft Carrier (CV/N) / Carrier Air Wing (CVW) Aviation Support Milestone Program
e. NAVSEAINST 4790.17 - Fleet Test and Repair of Shipboard Electronic Equipment
f. OPNAVINST C3501.298 - Mission, Functions and Tasks for Carrier Strike Group Staffs
g. OPNAVINST F3501.319 - ROC & POE for Expeditionary Strike Group Staffs
h. OPNAVINST C3501.65 - Required Operational Capabilities and Project Operational Environment for Multi-Purpose, Nuclear-Powered Aircraft Carriers
i. 10 USC - United States Code Title 10 - Armed Forces

6.1 PURPOSE. This chapter describes the policies and assigns roles, responsibilities, and actions necessary to align deployed organic self-repair capability efforts in support of establishing and maintaining Strike Force Intermediate Maintenance Activity (SFIMA) readiness.

6.2 BACKGROUND. The primary mission of the SFIMA program is to promote self-sufficiency through an effective organizational structure, supported by policies and processes that enable Carrier Strike Groups (CSG) and Expeditionary Strike Groups (ESG) to conduct self-contained organic repair in contested or uncontested environments, without the need for shore support facility training, technical assistance, or transient maintenance augmentations or detachments.

6.3 DISCUSSION. References (a), (b) and (c) task Fleet Commanders to promote self-sufficiency of fleet ships and assigned activities. Deployed Strike Group maintenance self-sufficiency is vital to sustaining mission readiness. Combat operations, contested environments, and other operational barriers greatly limit onboard technical assistance and diminish remote distant support efforts. When properly tasked and utilized, the SFIMA capable Strike Group significantly enhances the ability to respond to assigned units and other combatants in theater.

6.4 ROLES AND RESPONSIBILITIES.

6.4.1 Fleet Commanders. Fleet Commanders will:

a. Be responsible for the administration and updates of this chapter to include the widest dissemination and implementation of requirements pertaining to SFIMA and organic repair.

b. Participate in the development and implementation of the SFIMA program for each Force Level ship class.

c. Coordinate with CSGs and ESGs and other commands to ensure the development of metrics and key performance indicators (KPI) to be utilized during the optimized fleet response plan (OFRP) in assessing the Strike Group's ability to perform assigned duties related to SFIMA actions. Metrics and KPIs will be included in readiness and after-action reporting.

d. Approve changes, additions, and deletions to the CSG and ESG capabilities matrices as recommended by the Type Commanders (TYCOMs).

6.4.2 Commander Second Fleet and Commander Third Fleet. Numbered Fleet Commanders will coordinate with CSG and ESG Commanders to track SFIMA deployment readiness during the OFRP phases to ensure readiness for deployment.

6.4.3 Type Commanders. TYCOMs will:

a. Codify the baseline requirements ships will be measured against and will develop into CSG and ESG metrics and KPIs with input from the Fleet Commanders.

b. Establish assessment schedules (e.g., operational repair capability assessment (ORCA)), identify deficiencies, and ensure correction is accomplished to ensure ships are mission-ready in meeting the operational commander's SFIMA and self-sufficiency requirements. Assessments will include manning, training, shop facilities, Navy Afloat Maintenance Training Strategy (NAMTS) qualifications, Industrial Plant Equipment (IPE), fiber optic test and repair (FOTR) readiness assessment and certification, Miniature/Microminiature (2M) Electronic Repair Program, and Module Test and Repair (MTR) Site Certification. For CVNs, assessments will be performed by the TYCOM Assessment Team. Aviation capable units will continue to meet the CV/CVW support milestones identified in reference (d), in support of the aviation logistics review conference process.

c. Coordinate with Naval Sea Systems Command (NAVSEA) 00 for services and support outlined in reference (e) to include identifying the 2M, MTR, and FOTR capabilities necessary to repair circuit card assemblies, electronic modules, and fiber optic cable or assemblies. Consider inclusion of repairs to test, measurement, and diagnostic equipment (TMDE) within the SFIMA to sustain Strike Group maintenance capability.

d. Coordinate with NAVSEA 09M and Naval Air Systems Command (PMA260B) Metrology and Calibration programs to receive a SFIMA calibration support plan. The SFIMA calibration support plan will identify ship or aviation critical safety items including systems, associated TMDE, tools, or fixtures, test equipment repair and calibration capability within the SFIMA program to sustain Strike Group maintenance capability.

e. In collaboration with SYSCOMs, perform data analysis on mission limiting Casualty Reports (CASREP) and update manning, training, and equipment requirements to enhance to the greatest extent possible, the organic repair capabilities of identified systems.

f. Report assessment (e.g., ORCA) results to the Fleet Commander including "as found" conditions and any readiness gaps. Provide regular status updates via readiness reporting channels in preparation for deployment.

g. Manage emergent IPE maintenance, including the identification and prioritization of corrective maintenance actions.

h. Utilize lessons learned to revise SFIMA strategies and upgrade SFIMA capabilities.

6.4.4 Commander Carrier Strike Group. COMCARSTKGRU FOUR and FIFTEEN will:

a. Assess CSG and ESG SFIMA program pre-deployment readiness through demonstration of SFIMA capability based on requirement identified in references (f), (g) and (h).

b. Ensure Strike Group SFIMA program instruction is completion prior to 90 days prior to Composite Training Exercise (C2X).

6.4.5 Carrier Strike Groups and Expeditionary Strike Groups. CSGS and ESGs will:

a. Implement the SFIMA program to enhance the self-sufficiency capability within their Strike Group in accordance with references (f), (g) and (h).

b. Coordinate with TYCOMS to ensure that all critical staff billets are filled as expeditiously as possible to maintain program continuity throughout the OFRP process.

c. Designate CSG and ESG N4 as SFIMA Manager to facilitate the SFIMA program for the Strike Group.

d. Designate CSG and ESG N6 as the Fleet Systems Engineering Team manager to incorporate combat systems self-sufficiency as a component of the SFIMA.

e. The SFIMA manager will coordinate with TYCOMs, Cruiser Destroyer Squadrons (DESRON), and Amphibious Squadrons (PHIBRON) throughout the OFRP to ensure that ships are on-track to meet SFIMA compliance to include monitoring of manning and navy enlisted code discrepancies, and that IPE is available and operational.

f. Develop SFIMA instruction or review and update existing SFIMA instruction that identifies the requirement and purpose of the SFIMA program along with establishing policy, procedures, and enclosures identifying the processes for intra-Strike Group SFIMA support in accordance with references (f) and (g). At a minimum, the instruction should:

(1) Outline the processes for requesting support and documenting repair actions performed by other ships within the Strike Group as per applicable guidance and instructions.

(2) Include a listing of available repair capabilities for all ships within the Strike Group.

(3) Require that all Strike Group and Amphibious Ready Group requests for off-ship Fleet Technical Assistance (FTA) and Onboard Technical Assistance (OBTA) be screened by the originating activity for SFIMA repair and support capability within the Strike Group and Amphibious Ready Group.

(4) Collect, analyze, and report via readiness channels the following metrics:

a. The number of requests processed through the SFIMA process

b. The number of requests completed

g. Complete the Strike Group SFIMA program instruction 90 days prior to C2X.

h. Ensure Strike Group SFIMA program instruction includes new technology and repair capabilities and associated support capabilities.

i. Ensure SFIMA program policy is promulgated throughout the ESG.

j. Ensure the execution of deployed maintenance in the Western Pacific area of responsibility is accomplished within the guidelines of reference (i), section 863.

k. Incorporate SFIMA status into the Commander's pre-deployment and post-deployment briefs.

6.4.6 All CSG and ESG ship or unit Commanding Officers (CO). COs will:

a. Designate a SFIMA coordinator responsible for managing the ships SFIMA program.

b. Ensure all Executive Officers, Command Master Chiefs, Department Heads and Departmental Leading Chief Petty Officers are thoroughly familiar with the SFIMA directive.

c. Coordinate with TYCOMs throughout the OFRP cycle to identify and address potential shortfalls at the appropriate levels.

d. Follow CSG and ESG N4 guidance regarding SFIMA processes and procedures to exhaust all possible SFIMA support options prior to requesting assistance outside the Strike Group.

e. Ensure that all off-ship requests for FTA and OBTA are screened by responsible Department Head, Maintenance Manager, SFIMA coordinator, and CASREP releasing authority to validate intra-Strike Group capability.

f. Submit an end of deployment report identifying all SFIMA capabilities utilized throughout the cycle to the CSG and ESG SFIMA Manager.