

**Fleet Modernization Program (FMP) Policy Implementation
Conference
28-30 Jan 2003**

Automated Information Systems (AIS) Subcommittee

Subcommittee Assignments:

NSLC Atlantic - Chair
NSLC Pacific - Co-Chair

Recorder:

CAPT. Navy Reserve Officer

Strategic Goal #4

- Fully implement NDE and transition to ERP.

AIS Subcommittee Charter:

- Recommend AIS procedures, guidelines and metrics to support process improvements.
- Identifies and prioritizes application of AIS advances to standardize, streamline and improve processes agreed to by the FMP Policy Implementation Conference
- Prioritizes FMP system enhancements
- Serves as functional CCB

The FMP Policy Implementation Conference was held 28-30 January 2003 at the Naval Base Coronado Club in Coronado, California. The Automated Information Systems (AIS) Subcommittee meeting convened on 28 July 2002. Mr. Pat Turner, NSLC Atlantic presented an agenda for the AIS Subcommittee meeting. The agenda included:

- Overview Discussion of NDE-NM Status
 - AIPS, AMPS, FMPMIS Logistics, SIDE,
 - Program/Execution
- Configuration Management
 - Review of the Autosir Process
 - Priority Setting
 - Review of the Release Process
- Review of Open Autosirs
- Discussion of Interface Issues
- Identification of Navigation Issues
- Identification of Performance Issues
- Identification of Functional Policy Issues
- Training Discussion
- FMPMIS Support Office Status

- Discussion on establishment of CCB / User Group
- Review of Pre-NDE-NM Action Items

Mr. Turner provided a review of the recently revised Strategic Goal (Fully implement NDE and transition to ERP) assigned to the AIS Subcommittee.

The strategic goal definition is as follows:

Full implementation would include all primary modernization data such as SHIPALT info, JCF, SAR, SID, ILS and Material and Equipment alteration data, and ship installation scheduling data (including non-CNO availabilities), conjunctive and prerequisite ALTs and SEA 53 AMPS CCB process and Shipalt programming and execution applications.

NDE would be the sole official repository for above modernization data and will be linked to other programs that may need the data

AMPS Status:

Status provided on the Afloat Master Plan System and discussed near term plans. He stated he was working with Mr. Elliot Fields, SEA 04L5, to integrate AMPS with the Anchor Desk. He stated they were working on directions for identification of software items. If software is put on a ship ILS certification is required. Completion date execution/definition continues to be a problem with AIT installs.

PEO SHIPS Presentation:

PEO SHIPS, made a presentation to the subcommittee on how NDE looks from the customer/user perspective. He outlined the purpose and pre-deployment goals of NDE-NM. He then discussed in detail PEO Ships concerns with the recent implementation and impacts on the user community. Among the concerns were:

- POOR SYSTEM RESPONSE TIME
- ALTERATION CONFIGURATION MANAGEMENT
- SYSTEM CONFIGURATION MANAGEMENT
- FMP PLANNING, PROGRAMMING AND BUDGETING SYSTEM (PPBS)
FUNCTION IMPACTS
- INACCURATE MATERIAL FORECASTING AND STATUSING
- TRAINING

These concerns were discussed in some detail with recent improvements noted where appropriate. Emphasis was placed on

system performance and user impacts (i.e. diminished user productivity), data accuracy, the prioritization of system problems and timeliness of fixes, the P1 associated with the equipment when headquarters material, and other material items, were loaded to the BOM, the critical need for good training to support the customer, and Business Rules adjudication.

NDE-NM Configuration Management:

Automated System Improvement Request (AutoSIR):

The NDE-NM Automated System Improvement Request (AutoSIR) portion of the Electronic Configuration Control Board (CCB) system was discussed in length and demonstrated. The AutoSIR capability is a means of collecting, reviewing, recording analysis and solutions associated with all reported system problems and requests for enhancements. AutoSIRs are available for viewing online so the user community can periodically check the status of any or all autosirs.

The AutoSIR process basically consists of the entry of a problem by a user, the autosir being "Opened" with an initial analysis and assignment to a Team member to work, the problem being corrected with the autosir being placed into "Feedback" and the fix being applied to Production. Once the fix is validated by the user, the autosir is "Closed".

The importance of having a user record a system problem, or request an enhancement, utilizing the AutoSIR process was stressed. By personally entering the information the process provides an automated notification to the individual when their problem/enhancement has been addressed so the appropriate follow-on action can be taken.

Whenever there is doubt on the user's part as to the need for an autosir, attendees were reminded that all questions, requests for assistance should come first to the NDE Helpdesk. The support staff will answer, research, make recommendations, or assign team members to work, as appropriate. If an autosir is needed they will let the user know.

A user can input their evaluation as to the criticality of an autosir. NAVSEA 04M will review all new autosirs and will normally utilize that evaluation, but may adjust the criticality based on the impact of the particular problem, and/or overall knowledge of system workload, resources, and associated issues. Deficiencies in the system will be corrected as quickly as

possible, while requested enhancements will be subject to availability of resources and establishment of priority by the Configuration Control Board (CCB).

A review of the Virtual CCB portion of the system was also demonstrated with discussions held about the purpose and potential use of the capability. This tool was seen as a means to accomplish resolution of CCB issues without the need to meet formally as a group. The CCB portion of the system would be used to address policy type issues associated with NDE-NM, while the AutoSIR portion of the system would be utilized for system problems and minor enhancements.

It was noted that currently only the FMPMIS/AIPS autosirs were being recorded in the system. Action was taken to link AMPS and NDE-SIDE so all components of NDE-NM autosirs are visible in one location.

The issue of the makeup of the NDE-NM CCB and the NDE-NM User Group was a major item of discussion during the AIS Subcommittee meeting. The group identified all the various functional and organizational sectors of the user community who should participate on the User Group. The feeling was that a broad cross section of the user community is needed to make sure concerns/issues are thoroughly thought out and understood before agreements are made and system modifications are put in place. Historically this responsibility has fallen on a small number of regular AIS Subcommittee members, who make the decisions based on the best information available.

The majority of the attendees felt the users should have a greater role in the CCB process and proposals were put forth to have user representatives on the CCB. Coming into the meeting the CCB consisted of the following individuals:

- AMPS
- FMPMIS
- AIPS
- NDE-SIDE

When the issue of adding a few members of the user community to the CCB was discussed with the ESC on the final day of the conference, their decision, after much discussion, was to add NAVSEALOGCEN Pacific representative as a user representative.

BOM P1 Workshop:

Discussion on NDE-NM identified problems associated with proper assignment of the P1 subhead data field when headquarters material was loaded to the Bill of Materials (BOM). Mr. Hanson outlined process within and between NDE-NM Logistics and the Program Module, the associated business rules, and expected results. The group worked their way through each step of the process, checking business rules, and comparing what was happening in NDE-NM with what happened in Legacy FMPMIS. This session resulted in the identification of changes needed in the NDE-NM application code, system triggers, and some database cleanup actions. The necessary actions were scheduled for completion and to be placed into Production on 7 February.

System Performance/Navigation:

During the course of the meeting System Performance was discussed. Coinciding with the FMP Conference, two new application servers were put into production at NSLC Pacific for NDE-NM. Reports from personnel attending the NDE-NM training was that performance had improved over previous experiences. Several system navigation issues were raised and discussed. Some recommended areas for improvements were noted and taken for action. An NDE-NM Developer was in attendance to receive user comments and answer application questions.

NDE-SIDE:

The subject of replication of data from NDE-SIDE was brought up and discussed briefly. It was noted that the transmission of PAs from SIDE had improved, but that SPAWAR information to support the Scheduling Conference was still lacking in the NDE-NM database. Duplicate data records in NDE-NM, as a result of replication, had been basically cleaned up prior to the Conference. Some policy issues remained to be worked out between organizations as a result of the integration of SPAWAR data. Business Rule and Use Case updates, as well as any needed updates to NDE-NM, await the results from those policy decisions.

INTERFACES:

During the meeting the need to get the PRISM Interface back on a regular basis was noted. Action had recently been taken to achieve this. A server is scheduled to be installed at Mechanicsburg to allow more secure transfer of PRISM data. An

automated process to eliminate needed manual intervention is also in development.

Other Interfaces receiving brief discussions included NDE-TAMS for material requirements, NDE-LCRS, NDE-AMPS STAN, and an extract capability for CLF.

NDE Training:

During the course of the FMP Conference, Members of the AIS Subcommittee, conducted NDE-NM Training onsite. Course covered the Availability, Alteration, and Material functional areas. Eight sessions were held with approximately 63 attendees. Additional sessions were scheduled for Friday 31 January and Monday 3 February, with another 20 attendees expected. Positive reports were received from those attending the sessions.

Action Item Review:

Review conducted of open AIS Subcommittee Action Items dealing primarily with Legacy FMPMIS, which were delayed pending implementation of NDE-NM.

Items	Module	Start	Finish
8/98 A13 Gaming of Proposed Alts	(P)	TBD*	
1/99 A20 AUTODOC Interfaces (4 Phases)	(E)	8/5/00	Partial
6/01 A43 Bus. Rules Doc. - Unsched. Alts	(L)	1/18/02	Closed
1/99 L14 Requisition Number Automation	(L)	1/18/02	TBD
1/02 A-50 Integrate Data Dictionaries		1/15/02	On-going
1/02 A-52 Configuration Management		1/15/02	Complete
3/02 A-53 Add Approp. Year - In Progress	(E)	TBD*	
3/02 A-54 Add Contract No. (Fund/Hist Crit.)(E)		TBD*	
3/02 A-55 Add Workload ID (Workload)	(E)	TBD*	
3/02 A-56 Add Contract No. (Hist. Report)	(E)	TBD*	

* Action Items, which were awaiting presentation to the ESC for authorization to work. These were on hold due to the priority of getting NDE-NM implemented.

NDE-NM Application problems and requests for enhancements are now being recorded in the Automated System Improvement Request (AutoSIR) portion of the Electronic Configuration Control Board (CCB) system. Non-system related issues, such as Business Rule conflicts; policy issues, etc. will be handled in the Virtual

CCB system. The remaining open action items above will be incorporated into that system.

New Action Items:

Autosir 1262 - Request that the Applicability Status (FMP_ALT_STATUS) be added to the 'Ship/Sites Applicabilities' Summary Page. Also allow this field to be updated on this page. The update capability should be for one or many ships/hulls.

Autosir 1263 - Request that the Completion Date be added to the 'Ship/Sites Applicabilities' Summary Page. Also allow this field to be updated on this page. The update capability should be for one or many ships/hulls.

Autosir 1264 - Users would like the clone button located in its current location and also added to the alteration detail page

Autosir 1265 - Title "E" should be selectable in the entering of a new 'PA' as well as modification of a 'PA'. It will not be a selection value when a 'PA' is transitioned to an "AER". When transitioning a 'PA' to an 'AER' the title field is not editable.

NMCI IMPACTS:

As more and more Navy activities come under NMCI calls are coming in about users not being able to connect to NDE-NM. The conflict comes as a result of NDE-NM utilizing CITRIX software for portions of the application. The initial NMCI configuration being put in place does not consider this. Many applications utilize CITRIX and experience similar problems when NMCI takes over network control. The NMCI Team needs to be aware of the CITRIX requirement and the special conditions in the FW policy, which allows CITRIX. The NDE-NM Helpdesk can help users by providing the necessary information to be provided to the local NMCI Team. The following is the situation for CITRIX:

Reference: Section 4.2 NAVY-MARINE CORPS UNCLASSIFIED TRUSTED NETWORK PROTECTION (UTNProtect) POLICY
Baseline Settings as of 31 Oct 2002

(U) Reference from Section 4.2.3 of the UTNProtect Policy CLASSIFICATION: "Extraction of data: Up to 33% of the rows from the table may be extracted and marked as UNCLASSIFIED/FOUO".

(U) Outbound: Connection can only be initiated from inside the trusted network to a source outside the trusted network. Once the connection is established, two-way communication may proceed.

(UNCLASSIFIED/FOUO)

CITRIX

PORT 1494

OUTBOUND is CONDITIONAL

COMMENTS:

- 1. Must use CITRIX ICA Thin Client**
- 2. Must use 128 bit encryption**
- 3. Must use IP filtering**

(UNCLASSIFIED/FOUO)

(Note: NDE utilizes ICA Thin Client with FIPS-140 approved 128-bit encryption. IP filtering would be done at the user end between the appropriate workstation and the NDE server environment.)

OTHER ITEMS OF INTEREST:

Documentation for using the AutoSIR process will be updated and posted on the NDE-NM website.

The Virtual CCB process will be modified to reflect categories of items, to allow for easier selection.

The Virtual CCB Documentation will be updated to reflect recent and proposed changes.

A straw man NDE-NM Functional CCB Charter Document will be developed and distributed for review and comments.