

## TMMA MEETING 10/24- 25/01

### 1. **Web- Enabling Navy Integration Plan-** Bucky Buchanan

Bucky gave an overview of the Plan and discussed several new policies that will be forthcoming from NAVSEA 04L. The policies concern accuracy of data prior to conversion, Web-enabling navy logistics implementation policy for NAVSEA logistics/technical data, and establishment of a technical data integrated product team to facilitate the transition of NAVSEA logistics technical

Data into the NEMAIS ERP environment.

### 2. **ERP - Tim Kriegel**

Tim gave an overview of the ERP. Some of the comments:

We should look at the "AS-IS" process and why we do things as we do. We evolved there for a lot of good reasons.

The object of IPT is to understand our current requirements and then look at future requirements and how to resource for them.

Will SGML data be authored in ERP? No one has an answer to this now. We do not believe so.

AMSEC stated that it would be good idea to host data in one of three Navy sites

Will AIMSS IETMs be placed in ERP? Too early to tell.

### 3. **Distance Support- Bob Johnson**

Bob gave an overview of the system and actually demonstrated live how it works. He showed how a user could actually get to logistics information that resides on JCALS server at Philadelphia. Some comments:

Infrastructure needs to be tuned

More bandwidth is require if ships are to use

Needs to be integrated with Task Force Web

### 4. **Technical Data Knowledge Management and DII - Bernie Coval**

Bernie discussed the "One File Approach" to NAVSEA technical manual digital files and the importance of maintaining configuration. He discussed the DII initiate that NAVSEA, NAVAIR and Team Submarine are working together. The outcome will be change and configuration control and effectivity. Some comments:

Common Metadata Terminology being developed for use. Team Submarine has the lead.

The data will be tailored for the point of use

Title 508 compliance? Action for 04L

We are hoping to use metadata to help us with content tagging of our current SGML tagged data

The training community is being included in this initiative as well

DII projects are funded to prove a concept. There needs to be POM for the sustainability of the DII results so that they can institutionalize them

## 5. TECH DATA CONSOLIDATION- **Diego Navarrete**

Diego gave a background on data, information and knowledge. He discussed how the data would be regionalized. There will be three primary sites for data. These sites are Port Hueneme, NATEC, and NSWCCD Philadelphia.

Comment: Philadelphia suggested that ALL Navy digital data be placed at one of these three sites. This will help such as efforts as Web-Enabling Navy and ERP as well as reduce costs to reduce infrastructure and administration.

## **Changes or Revisions?- Dave Rosenbaum**

Dave stated that sailors need to know what part of the technical manual has been changed. Change guide/record and certification sheet contain general information - usually does identify specific changes. TM changes are identified by change bars; no way to identify modifications in revisions. This is important when small changes are being made. When a revision is issued, stock number changes. Ordering manual with old stock number will result in bounced requisition. This was evident during our fleet discussions. Stock number for a change differs from the basic manual. However, since entire manual is shipped, TM can be ordered successfully with basic stock number. It is necessary to track change histories. Revisions do not have a built-in way of doing so, but changes do (hard-coded into SGML). SGML Databases maintain change histories "behind the scene". Can be harnessed for management of changes

## **ATIS/GENITP- Andy Kelly**

Generic Index of Technical Publications (Gen ITP) is an Index of Technical Publications built from data provided in the TDMIS. It allows the Administrator to tailor ITP database to several classes, individual classes, or a single hull

There are ITP import and removal utilities to aid administrator in building/correcting (additions, deletions, collations, etc.) You can search for an applicable TM using:

Pub ID or Title (various combinations); Hierarchical Structure Code (HSC); Alteration number; Allowance Parts List/RIC (APL/RIC) or RIC nomenclature. Amy and Andy demonstrated the GEN ITP. It looks like a useful tool for TM people to have.

Since the last TMMA conference that was hosted in Port Hueneme CA, the ATIS program

has hosted 3 IETM Training classes to help ETM/IETM developers understand how to create IETM.NDX files and ensure their ETM CDROMs will be ATIS compatible and pass the IETM.NDX file verification. Participants at the training classes have indicated that the training class was very helpful in ensuring their ETM products will be ATIS compatible. Since holding the ETM classes, the number of ETMs that failed testing has decreased. ETM developers interested in attending a training class should contact Amy Cooksey.

### **IETM BUNDLING- Jim Duggan**

NSWCCD-NAVSSSES has issued 2,843 IETMs on CD. Currently 1,652 IETMs in linked PDF loaded onto the JCALS website, with more added every day. Many

IETMs are applicable to multiple ship classes and owned by various TMMAs.

We are trying to determine the best way to distribute to appropriate users. Currently, all SGML files reside in Texcel and TM modifications are done using the SGML source file. TMs are published into linked PDF through XyVision Production Publisher. NSWCCD coordinates with TMMAs to issue IETMs that reside in TEXCEL/Content@. In the future we propose to issue the entire library of all converted TMs to the entire fleet. We would issue update CD-ROMs every quarter and build filters so that a ship would only see their IETMs. Use of GEN ITP looks like the way to go.

### **TDMIS Web Demonstration- Allie Ryan**

Allie gave a live demonstration on the new TDMIS web application. The data is on an Oracle 8i database and is no more than 24 hours old. By the end of 2001, she hopes to have the data in real time. In the deficiency screen we will eventually be able to see attachments and actual TMDERs. This tool should be available in two weeks (Nov.1,2001) and Port Hueneme will send out notification.

### **ECP PDF DOC**

#### **Changes- Roger Whitacre**

We need a way to identify the impact to technical manuals when hardware is changed out. Old correction methods overcome by events. There is a need for vehicle to ensure contractual coverage.

There is an engineering change proposal (ECP) form ( DD 1692 series). Roger proposed a change to the form and provided the words to go with it.

### **IETM (EAGLE, AIMSS, ASENT, GAME)- Charles Dipman**

Charles gave us the background of AIMSS and talked about the software. He discussed the features and benefits. Talked about the incremental delivery system for software up

date. Currently, IV and V are generated using the tools and no paper is generated. Raytheon is looking at Crystal Astoria and/or Content@ as a component management system to output paper.

### **Fleet Technical Manual Support Problems- Joe Wheely**

ILO continued to see repeat TM problems for return ships through the ILO TAG process. There was the inability to capture solid Technical Manual METRICS data for ships in the DFILS cycle. FTSCCLANT expressed continuous concerns about the repeat TM deficiencies. Many manuals still listed in TDMIS as "Under Development" when actually in a "Final Issue" category. There are

requisitions with passing status and no updates. Of the total TM requisitions with passing status 14% had no action for over 90 days. There are a significant number of manuals in the revision category. Requisitions not being passed to the TM holding activities.

The ILO surveyed 12 ships and found that the ILO is still unable to get a TM requisition with NS status through the standard channels without human intervention. An additional 740 manuals for the 12 ships surveyed were listed in TDMIS as "under development" (UD). ILO TM-NT program, by design, filtered these requirements off of the requisition drops; however, further research uncovered 387 or 52% were actually in a the "final issue" (FI) category and should have been ordered. Also, once NS or NB status was issued by the system, the process stopped.

### **Issues/Concerns:**

PHD ISEAs- Each TMMA discharges their TMMA responsibilities differently.

Metrics should be kept for all TMDERs that are requested to be included into changes by other preparing activities but are not.

As far as removing PMS from chapter 4, we need to re-visit why we did this and make the TMCR reflect what we want the developer to do.

When a change is produced by a contractor a copy is rarely sent to the TMMA because their contract does not state to do so. One idea was to send one copy to NSDSA for their requirement and whoever needs the change could get it from NSDSA.

## **Fleet Concerns**

TMs listed UD in TDMIS for years. Would like to see TDMIS up to date.

Outstanding requisitions. Ships not receiving their TMs.

Alterations get installed without logistics.

## **ACTIONS:**

1. NSDSA develop suite of reports showing NI /UD/FI for each TMMA. Within 90 days TMMAs are to update TDMIS to reflect true picture.
2. Mickey Ander and Marty Cohen to look at PMS and chapter 4 to see if TMCR needs to be updated to reflect proper guidance for maintenance development.
1. NAVSEA 04 will look at Title 508 (handicap) compliance.
2. There needs to be a statement placed in read me file that discusses the paper version developed from the SGML data and what has changed and why. Items such as collation of changes, change bars and labeling the back of a change page even though there are no change bars on it need to be addressed
3. Del Donovan will give Mickey Ander an alteration that was installed without logistics.
4. All TMMAs are to report their efforts to clean up TDMIS at the next TMMA conference scheduled at NAWC-TSD in April/May 2002 time frame. List total discrepancies and number of each type corrected.
5. Dave Rosenbaum to contact Larry McGowan and get onto the Digital Publishing Working Group.
6. NSWCCD-SSES to look into the possibility of placing a page in the front of the TM hot linking all the changes in the TM.
7. NSDSA (Roger) to send a list of top 10 non stocked items to all TMMAs for resolution. TMMAs report out at next TMMA conference steps taken to rectify.
8. All TMMAs to clean up Points of Contact in TDMIS. Report out at next TMMA conference. List total discrepancies and number of each type corrected
9. All TMMAs to ensure that digital TMs placed in TMPODS and that NSDSA has turned on the switches. Report out at next TMMA conference. List total discrepancies and number of each type corrected
10. All TMMAs to clean up deficiencies in TDMIS. Report out at next TMMA conference. List total discrepancies and number of each type corrected
11. PEOs/SOS/Contractors- Discuss steps taken to move digital files to Navy servers. Report out at next TMMA conference.
12. NSWCD-SSES will notify each TMMA which of their TMs have been converted and

- the disposition of each. NSWCD-SSES will report out at next TMMA conference.
13. NSDSA will send to the Program Office and the TYCOMs a list of TMDERs that cannot be completed due to lack of funding. The periodicity to be determined by NAVSEA 04L.
  14. All TMMAs ensure that they open TDMIS to accept their deficiencies. Report out at next TMMA conference how the system is working.

### **ADDITIONAL HOST COMMENTS**

1. All TMMAs make a concerted effort to clean up TDMIS for their TMs.
2. TMMAs should check with TDMIS/NAVSSSES prior to digitizing a TM. It may already be done. If it is done we will be happy to get you on line to update it. If you don't want to do it, send us the markup and we will do (slight fee)

Also, if you made changes and you were unaware that the TM was digital, you can insert the changes or we will do for you.

3. If your TM is not digital and you want to get it done, please check with Port Hueneme or NSWCCD-SSES prior to going to your local contractor. Maybe we can get some economies of scale if we all work together.
4. If you only have a few TMs, think about getting them placed on one of the three Navy servers instead of going it alone. You will still have total access and the TM will still belong to you! You will save infrastructure and administration costs.
5. TMMA should bring into the process prior to a contractor estimating a TM update. All deficiencies should be included in the estimate.
6. TMMAs are to ensure that, as required, paper is stocked in the system.