



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
1333 ISAAC HULL AVE SE
WASHINGTON NAVY YARD DC 20376-0001

IN REPLY TO

NAVSEAINST 5400.95D
Ser TAB/006
6 Jun 05

NAVSEA INSTRUCTION 5400.95D

From: Commander, Naval Sea Systems Command

Subj: WATERFRONT ENGINEERING AND TECHNICAL AUTHORITY POLICY

- Ref:
- (a) Virtual SYSCOM Joint Instruction VS-JI-22, Virtual SYSCOM Engineering and Technical Authority Policy, of 3 Jan 2005
 - (b) NAVSEA/COMFLTFORCOM/COMPACFLT MOA 5400, Memorandum of Agreement for the Transfer of the Repair Supervisors of Shipbuilding, Conversion and Repair, USN Claimancy from Commander, Naval Sea Systems Command (COMNAVSEA), to Commander, Fleet Forces Command (CFFC) and Commander, Pacific Fleet (COMPACFLT), to be issued
 - (c) NAVSEAINST 5400.57D, Engineering Agent Selection, Assignment, Responsibility, Tasking and Appraisal, of 3 Feb 2003
 - (d) NAVSEA SL720-AA-MAN-010, Fleet Modernization Program Management and Operations Manual, of 10 Jun 2002
 - (e) NAVSEAINST 5450.119, NAVSEA Shipyard Representative's Offices, Operation of, of 19 Jun 2002
 - (f) NAVSEAINST 4700.17, Preparation and Review of Trouble Reports, of 11 Mar 2002
 - (g) COMFLTFORCOM 4790.3, Joint Fleet Maintenance Manual

- Encl:
- (1) Responsibilities of CHENGs
 - (2) Policy for Engineering Changes and Non-conformances

1. Purpose

a. To establish engineering and technical authority policy for Naval Shipyards, Supervisors of Shipbuilding (SUPSHIPS), the Keyport Torpedo Depot, Regional Maintenance Centers (RMCs), and other Fleet activities that fulfills the responsibilities of references (a) and (b) and supports programmatic authorities in providing best-value engineering and technical products to the Fleet.

b. To define the responsibility, accountability, and authority of Naval Shipyard, SUPSHIP, the Keyport Torpedo Depot, and RMC Chief Engineers (CHENGs) for engineering and technical

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decisions within the scope of this instruction, and for the exercise of that authority by their assigned activities.

c. To establish NAVSEA policy for disposition of engineering changes and non-conformances.

d. To establish detailed policy for the selection and assignment of engineering agents at Naval Shipyards, SUPSHIPs, the Keyport Torpedo Depot, and RMCs, consistent with reference (c).

e. This instruction is a major revision and should be read in its entirety.

2. Cancellation. NAVSEAINST 5400.95C of 3 Feb 2003.

3. Fleet Concurrence. This instruction applies to all Fleet activities doing technical work within the scope of this instruction. The COMFLTFORCOM and COMPACFLT Fleet Maintenance Officers (N43) have concurred.

4. Scope and Applicability. This instruction applies to engineering, technical work, and technical authority performed by Naval Shipyards, SUPSHIPs, the Keyport Torpedo Depot, RMCs, and other Fleet activities on ships and ship systems within the NAVSEA scope and applicability defined in reference (a).

5. Discussion. The most significant changes in this revision address the realignment documented in reference (b). NAVSEA and the Fleet have integrated waterfront maintenance organizations into RMCs. The consolidation of maintenance, engineering, and technical support functions in the RMCs means that every in-service ship will be aligned to an RMC. This provides the CHENGs with the alignment they need to effectively and efficiently support the Fleet on all technical matters. In accordance with references (a) and (b), NAVSEA is the technical authority for ships and ship systems, and NAVSEA continues to exercise that authority through the RMC CHENGs.

6. Policy

a. CHENG Technical Authority and Accountability. Technical authority is delegated to CHENGs as detailed in reference (a), this instruction, and other NAVSEA documents, based on technical competency, capability, and expertise. Consistent with reference (a), CHENGs shall be accountable to their Deputy Warranting Officer (SEA 07 for the Torpedo Depot CHENG, SEA 05 for the other CHENGs) on an additional duty (ADDU) basis, and to COMNAVSEA, for

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all engineering and technical authority within their enclosure (1) assigned activities. CHENGs have available for their support the full technical resources and expertise of the Navy SYSCOMs to resolve issues beyond their capability.

b. Responsibilities of CHENGs. CHENGs are responsible and accountable for all engineering and technical decision-making accomplished by their assigned activities. In addition to the reference (a) Technical Warrant Holder (TWH) responsibilities, CHENGs have responsibility throughout their assigned activities for:

(1) Leadership and Authority. Lead the waterfront technical efforts of NAVSEA for construction, modernization, maintenance, repair, and technical support. Be the department head, deputy, or equivalent for all engineering and the technical aspects of planning at their activity. Have authority over all engineering, technical decision-making, compliance, configuration control, and the technical aspects of planning within their assigned activities. Provide leadership for ensuring that engineering and technical authority policy is understood and followed within their assigned activities.

(2) Fleet Technical Support. Be the focal point for all technical issues, providing Fleet technical support in the lead CHENG role as specified in enclosure (1). Manage resolution of the technical issues; provide technical insight; ensure issues are properly staffed; coordinate programmatic authority issues with the Fleet or Program Manager (PM); and ensure other engineering managers within the Navy technical community are engaged as needed.

(3) Compliance. Represent NAVSEA in interpreting and ensuring compliance with technical requirements, standards, processes, and policies. Ensure ships' systems and components fully conform to the approved NAVSEA design configuration, or follow the engineering change and non-conformance documentation and approval process of enclosure (2).

(4) Specifications. Develop specifications using technical requirements, standards, processes, and policies, including implementation of configuration requirements. For example, CHENGs are accountable for the detailed work procedures, detailed construction drawings, internal shipyard and contractor process requirements, testing, and shipyard and contractor responsible technical manuals and purchase technical documents used to ensure configuration requirements are met.

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(5) Internal Coordination. Delegate engineering responsibilities based on integrity and expertise. Any delegation of technical responsibilities outside of their department shall be done in an ADDU relationship, with a Memorandum of Agreement (MOA) or implementing instruction clearly documenting the level of technical responsibility entrusted to the delegate.

(6) Engineering Support and Development. Provide engineering support to project teams while maintaining a matrixed core engineering staff. Encourage and develop broad-based knowledge and technical competency in engineers by providing rotational work opportunities between project team assignments and other engineering assignments.

(7) External Notification. Advise and make recommendations to their operational and technical authority Chains of Command and other TWHs concerning significant technical issues and issues impacting performance of assigned duties; these include engineering capability, core equities, technical stewardship, interoperability, personnel, safety, and staffing.

c. Engineering Change and Non-conformance Policy. Enclosure (2) provides NAVSEA policy for engineering changes and non-conformances. Specifically, CHENGs have authority to: determine conformance and non-conformance to specifications; determine the significance of non-conformances and disposition them; and make decisions where it is clear that no higher-level technical guidance or requirement is necessary. Typical engineering changes include Engineering Change Proposals for construction ships and alterations (modernization) for in-service ships. Reference (d) and other documents provide NAVSEA policy for modernization, including modernization executed by Alteration Installation Teams. Where appropriate, technical decisions shall be coordinated with other engineering managers within the Navy technical community.

d. Engineering Agent Functions. CHENGs are responsible for the Planning Yard, Design Yard, and other engineering agent functions performed by their assigned activities, including contract administration and oversight of contractor engineering agents. Policy for engineering agents includes:

(1) Engineering agents shall be delegated sufficient engineering responsibilities to perform the assigned mission. Policy for the selection, assignment, responsibilities, tasking, and appraisal of engineering agents is contained in reference (c).

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(2) Where an engineering agent function is assigned to one of the CHENG's contractor activities, a single contractor engineering manager shall be identified as accountable to that CHENG.

(3) Planning Yards manage and update the engineering technical data that defines a Class of in-service ships, and act as the total ship systems engineering agent for that Class, providing assistance to the PM and Ship Design Manager (SDM).

e. Selection and Appraisal of CHENGs. Consistent with reference (a), Deputy Warranting Officer (SEA 05 or SEA 07) concurrence shall be obtained prior to CHENG selection, and Deputy Warranting Officer input for yearly performance appraisal shall be requested prior to closeout. CHENGs shall provide similar input to the selection and appraisals of ADDU civilian personnel to whom they have delegated technical responsibilities.

f. Engineering and Technical Authority Assessments. Formal engineering and technical authority assessments will be conducted periodically by the Deputy Warranting Officer to verify the CHENG's and their organizations' execution of the requirements contained in reference (a) and this instruction, and to identify opportunities for improvement. CHENGs shall also perform assessments on ADDU personnel to whom they have delegated technical responsibilities, and on their organizations.

g. Engineering Field Representatives. Engineering Field Representatives (EFRs) shall be assigned full-time to provide independent oversight of CHENGs and their associated waterfront maintenance activities engaged in engineering and the exercise of technical authority for commissioned ships. EFRs may also be assigned for CHENGs overseeing ships under construction. CHENGs shall provide timely notification to EFRs of all significant technical issues at their assigned activities. EFRs shall be SEA 05 employees, except for NAVSEA Shipyard Representatives (see reference (e)), who shall perform this function at Naval Shipyards and at RMCs that contain a Naval Shipyard. Responsibilities include:

- Providing independent oversight of the exercise of technical authority.
- Evaluating and assessing implementation and compliance with NAVSEA technical requirements, standards, processes, and policies.
- Facilitating collaborative technical communications among the Navy technical community, Fleet Type

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Commanders, RMCs, Naval Shipyards, and other waterfront maintenance activities.

- Advising NAVSEA technical leadership and engineering management on significant technical issues and technical core equities.
- Providing on-scene assistance and independent oversight in support of SDMs and other TWHs.
- Reviewing and processing field activity trouble reports in accordance with reference (f).

7. Action

a. All documents delegating technical authority or technical responsibilities to Naval Shipyards, SUPSHIPS, the Keyport Torpedo Depot, RMCs, or other Fleet activities shall be reviewed for consistency with this instruction by the organizations or individuals delegating that technical authority or technical responsibility. Revisions to those documents shall be made as needed.

b. CHENGs shall review organizational documents to ensure the responsibility, accountability, and authority of CHENGs is consistent with this instruction. Revisions to those documents shall be made as needed.

c. CHENGs shall ensure internal implementing instructions and external MOAs with other activities are written or updated as needed. Copies of instructions and external MOAs shall be loaded onto the Engineering and Technical Authority Support Network website:

https://maintenance.navsea.navy.mil/domino/etasn/main/mwTWH_main.asp
within 3 months of the date of this instruction.

d. COMFLTFORCOM and COMPACFLT will ensure reference (g) is consistent with this instruction.


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Distribution:

SNDL FKP COMNAVSEASYSKOM Shore Activities
C84 COMNAVSEASYSKOM Shore Based Detachments
NAVSEA Special List Y1
21A1 COMLANT
21A2 COMPAC
24A Air Force Commanders
24D Surface Force Commanders
24G Submarine Force Commanders
26U Regional Maintenance Centers
A1J1F PEO SHIPS
A1J1L PEO IWS
A1JIM PEO LMW
AIJIN PEO SUB
AIJ1Q PEO CARRIERS
FT88 EDOSCOL
COMLOGWESTPAC SRU Singapore
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FKQ SPAWAR Activities
SPAWAR 00, 01, 02, 04, 05, WLA
MCCDC
NETWARCOM
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PEO (T)
PEO (A)
PEO (W)
NAWC
MARCORSYSKOM Deputy for C4I Integration
RDA CHENG

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RESPONSIBILITIES OF CHENG'S

CHENG'S PRINCIPAL ACTIVITY (Notes 1 and 5)	CHENG'S OTHER ACTIVITIES
Norfolk Naval Shipyard (Note 2)	USS EMORY S LAND (AS 39) La Maddelena (Note 3) MARMC (Note 3)
Portsmouth Naval Shipyard (Note 2)	
Hawaii Regional Maintenance Center (HRMC), Pearl Harbor Naval Shipyard and IMF (Note 2)	USS FRANK CABLE (AS 40) Guam SRF Yokosuka and JRMC (Note 3)
Northwest Regional Maintenance Center (NWRMC), Puget Sound Naval Shipyard and IMF (Note 2)	SCRMC TRF Kings Bay SWRMC and SERMC (Note 3)
Mid-Atlantic Regional Maintenance Center (MARMC)	USS EMORY S LAND (AS 39) La Maddelena
Southwest Regional Maintenance Center (SWRMC)	
Southeast Regional Maintenance Center (SERMC)	
Ship Repair Facility Yokosuka and Japan Regional Maintenance Center (JRMC)	COMLOGWESTPAC SRU Singapore
SUPSHIP Bath	
SUPSHIP Groton (Note 2)	REGIONAL SUPPORT GROUP, GROTON
SUPSHIP Gulf Coast	
SUPSHIP Newport News (Note 2)	
Keyport Torpedo Depot (Note 4)	

Notes:

1. The CHENG'S of the principal activities have full responsibility and accountability for all engineering, technical work, and technical support executed by the principal and other activities (including Detachments) listed above, and contractor activities in accordance with governing contracts administered by the principal and other activities listed above. If one CHENG'S activity is performing work in conjunction with another CHENG'S activity, then the two CHENG'S shall formally agree on

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how engineering and technical authority policy will be applied for that work.

2. These CHENGs are authorized to exercise technical authority in accordance with this instruction for SUBSAFE and Naval Nuclear Propulsion (non-reactor) Plant work. MOAs between CHENGs shall be prepared as needed to clarify principal and other activity assignments to support this work.

3. In accordance with note 2, these other activities are under the technical authority of the specified CHENGs for SUBSAFE and Naval Nuclear Propulsion (non-reactor) Plant work only.

4. The Keyport Torpedo Depot CHENG exercises technical authority for all torpedo maintenance work performed within the specified region. Written guidance from SEA 07 and MOAs with associated Technical Warrant Holder(s) shall be prepared as needed to define the scope of authority for other, non-Depot torpedo maintenance.

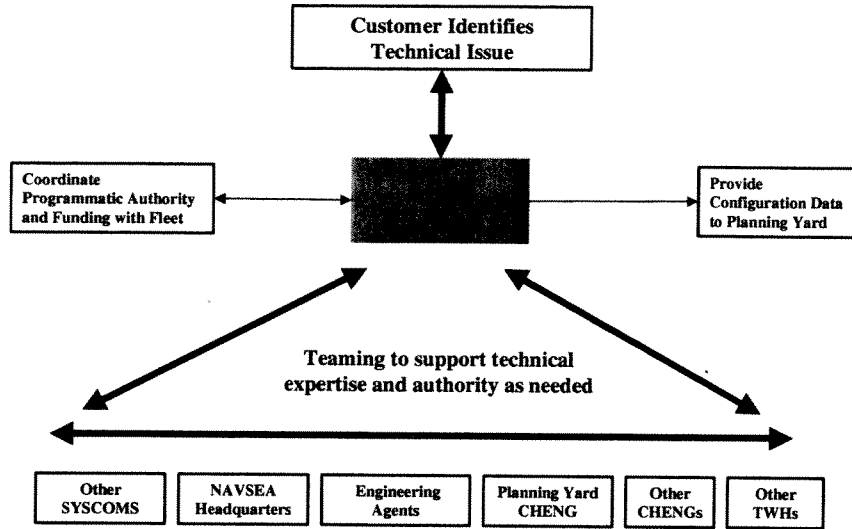
5. The lead CHENG is the CHENG for the activity that is first contacted by the Fleet. The lead CHENG is responsible for Fleet technical support in accordance with this instruction and as depicted by figure (1). Once assumed, lead CHENG responsibilities should be transferred to another CHENG only if the situation warrants. For example, when the repair will be performed by another activity, the lead CHENG role should be transferred to the CHENG for that activity.

a. For technical issues during or related to a CNO or non-CNO availability, the executing or administering activity CHENG is normally the lead CHENG. If another CHENG's activity is performing maintenance work during the availability, the CHENGs shall agree on who will perform the lead CHENG function for which work.

b. For functions like continuous maintenance, where a contractor is contracted by an RMC to perform work outside availabilities, the contracting RMC CHENG is the lead CHENG.

c. For emergent technical issues not associated with the above, the lead CHENG is typically the CHENG at the RMC to which the ship is currently assigned, since the RMC's mission includes being the first point of contact for Fleet technical issues.

Figure 1, Fleet Technical Support Model



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POLICY FOR ENGINEERING CHANGES AND NON-CONFORMANCES

References:

- (a) Virtual SYSCOM Joint Instruction VS-JI-22, Virtual SYSCOM Engineering and Technical Authority Policy, of 3 Jan 2005
- (b) NAVSEAINST C9210.04A, Changes, Repair and Maintenance to Nuclear Powered Ships (U), of 24 Sep 90
- (c) COMFLTFORCOM 4790.3, Joint Fleet Maintenance Manual
- (d) NAVSEAINST 4730.01E, Nuclear Powered Submarines; Shipyard Inspection and Required Conditions of Propulsion Plant Systems (Non-Nuclear), of 16 Jan 02
- (e) NAVSEAINST 4730.02B, Nuclear Powered Surface Ships; Inspection and Required Conditions of Propulsion Plant Systems (Non-Nuclear), of 5 Apr 99
- (f) NAVSEAINST 5400.57D, Engineering Agent Selection, Assignment, Responsibility, Tasking and Appraisal, of 3 Feb 2003
- (g) NAVSEA 0902-018-2010, General Overhaul Specifications for Deep Diving SSBN/SSN Submarines

1. Scope. This enclosure applies to engineering changes and non-conformances within the NAVSEA scope and applicability defined in reference (a). This enclosure does not apply to naval nuclear propulsion plant systems and equipment under the cognizance of SEA 08. This enclosure does apply to non-reactor plant systems and equipment defined in reference (b).

2. MOA for nuclear-powered ships. For the non-reactor plant systems and equipment defined in reference (b), MOAs shall be issued documenting the independent oversight process for Naval Nuclear Propulsion (non-reactor) Plant work executed under the CHENG's authority. At Naval Shipyards, this shall be an MOA between the CHENG and the Nuclear Engineering and Planning Department. At the applicable SUPSHIPS, this shall be an MOA between the CHENG and the appropriate manager(s) at the contractor. The purpose of this agreement is to ensure that engineering changes and non-conformances in those applications are dispositioned properly, and that nuclear engineering concurrence with local approval actions is obtained where appropriate. SEA 05 approval of these MOAs is required. SEA 05 will obtain SEA 08 concurrence.

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3. Definitions

a. Engineering Change. A permanent change in the design of the ship, system, or component (e.g., a technical ECP or an alteration). Engineering Changes are divided into levels, which are defined in appropriate contracts and specifications. For example: Level 1 (CNO approval), Level 2 (COMNAVSEA approval), Level 3 (Program Manager approval), and Level 4 (contracting activity, e.g., SUPSHIP, approval).

b. Non-conformance. The failure of a system or component to conform to specified requirements. A non-conformance differs from an engineering change in that it does not involve a change in design, just a change in configuration for the specific ship. Other terms are often used synonymously to describe non-conformances. These terms are also used to identify the written document requesting and documenting approval for operation of the system or component with the known non-conforming condition:

- Deviation: Approval requested/granted prior to conducting work that will result in a non-conformance.
- Waiver: Approval requested/granted after discovery of a non-conformance.
- Departure from Specification (DFS): The Fleet term, from reference (c), for non-conformance, and for the document requesting and documenting approval of non-conformances.

c. Temporary Non-conformance. Approved temporary non-conformances allow continued operation of the systems or components under specified conditions for the specified duration. Temporary non-conformances require subsequent actions to correct the non-conforming conditions.

d. Permanent Non-conformance. Approved permanent non-conformances allow continued operation of the systems or components under the specified non-conforming conditions. Permanent non-conformances require no subsequent actions to correct the non-conforming conditions.

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e. Major Non-conformance. Major non-conformances are those that could have a significant adverse effect on at least one of the following:

- (1) Performance
- (2) Survivability or Force Protection
- (3) Durability
- (4) Reliability
- (5) Maintainability
- (6) Interchangeability
- (7) Effective use or operation
- (8) Weight, stability, or structural integrity
- (9) Health or safety
- (10) System design parameters such as schematics, flows, pressures, temperatures, electric loads
- (11) Reactor or reactor plant safety
- (12) Compartment arrangements or assigned function
- (13) URO/MRC requirement
- (14) Manning or training
- (15) Logistics
- (16) Weapons Systems Explosive Safety Certifications

Examples. Examples of non-conformances that could have significant adverse effects are non-conformances that could:

- (i) Create a hazardous or unsafe condition for personnel, equipment, or ordnance.
- (ii) Make the item unusable or unable to perform its intended function.
- (iii) Make the equipment unable to interface with or be integrated into required systems without adversely impacting the performance or installation of the equipment or interfacing systems.
- (iv) Significantly affect lifecycle cost or logistic support of the equipment or interfacing systems.
- (v) Result in an operational restriction that limits mission capability.
- (vi) Modify deployment certification of the combat system.
- (vii) Modify Strike Force Capabilities or Limitations.

f. Minor Non-conformance. Minor non-conformances are non-conformances that the evaluator can technically determine do not meet the definition for major non-conformances.

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4. Approval of Engineering Changes. The approval authority for engineering changes is identified in the definition in paragraph 3.a above. The corresponding NAVSEA technical authority for engineering changes is shown below. Disagreements shall be adjudicated in accordance with reference (a).

<u>Level</u>	<u>Approval Authority</u>	<u>NAVSEA Technical Authority</u>
1	CNO	Cognizant Deputy Warranting Officer
2	COMNAVSEA	Cognizant Deputy Warranting Officer
3	PM	SDM
4	Contracting Activity	Contracting Activity CHENG

The NAVSEA Technical Authority shall coordinate with other Deputy Warranting Officers or TWHs to ensure appropriate parts of the engineering community agree with the changes.

5. Dispositioning Non-conformances. Non-conformances shall be addressed by correcting the condition that is keeping the system or component from conforming to specified requirements, or by obtaining documented approval in accordance with this instruction. This documented approval must be obtained prior to operation of the system or component (or prior to operation of the ship if the system or component is required for ship's operation). Figure (1) is a flow chart describing the process by which non-conformances are normally dispositioned.

a. Identification. Non-conforming conditions will be identified under many different conditions and by different personnel. In all cases, identified non-conformances that are not corrected shall be reported, documented, and dispositioned, whether an "existing" condition or a condition directly related to a current work item. In accordance with the Fleet Technical Support Model of this instruction, all non-conformances shall be reported to the lead CHENG with the following exception: TYCOMS/ISICs shall disposition ship's force-generated non-conformances classified as "temporary minor" in accordance with reference (c). Note that non-conformances for which previous documented approval exists do not require re-evaluation, provided the condition has not deteriorated or been altered from the previously approved configuration. This configuration control policy does not change the requirements of references (d) and (e), which require certain inspections and certifications of nuclear propulsion plant systems.

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b. Evaluation. The CHENG is responsible for leading the evaluation of the condition, and, if it is not to be corrected prior to operation, for dispositioning the non-conformance. Full dispositioning may involve several of the steps listed below in accomplishment of the CHENG responsibilities of this instruction and reference (a). CHENGs may delegate portions of these responsibilities to performing activities in accordance with the requirements of this instruction and reference (a).

(1) Identify and evaluate alternatives and associated risks, perform risk and value assessments, and recommend technically acceptable alternatives.

(2) Consistent with the Fleet Technical Support Model of this instruction, communicate with the PM, the Fleet, and the technical community (e.g., engineering agents, Technical Area Experts (TAEs), or the SDM) as needed to ensure the appropriate individuals are aware of technical issues and involved in technical decisions.

(3) Classify the non-conformance (major or minor) in accordance with this enclosure.

(4) Obtain required concurrences. Reference (g), paragraph 9020-1-q, requires Planning Yard technical concurrence for specific submarine non-conformances. PM approval is required for all Deep Submergence Systems Scope of Certification and Fly-by-Wire Ship Control System non-conformances. Reference (c) requires TYCOM concurrence for all temporary non-conformances on in-service ships.

c. Approval. CHENGs (and other TWHs) are responsible, in accordance with reference (a), for ensuring non-conformances are approved in a way that ensures risks are technically acceptable. An approved non-conformance allows continued operation when the associated risks do not outweigh operational commitments.

(1) Minor Non-conformances. CHENGs are the technical authorities authorized to disposition minor non-conformances. In accordance with the Fleet Technical Support Model of this instruction, CHENGs have available for their support the full technical resources and expertise of the Navy SYSCOMs; these resources, including engineering agents, may be relied on for assisting the CHENG in determining that a non-conformance can be classified as minor. Typically, CHENGs have programmatic authority to approve non-conformances that is equivalent to their delegated technical authority. In other words, where the CHENG has technical authority to approve a non-conformance, the CHENG may also approve the technical decision to do so. Where this is not the case, appropriate written agreements shall be

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made with the programmatic authority; for example, when the construction PM has specific procedures for approving contractor recommendations.

(2) Major Non-conformances. CHENGs are responsible for coordinating resolution to non-conformances when the conditions are beyond their technical authority to approve. Major non-conformances on ships shall be forwarded to the PM (a copy shall be provided to the SDM) in accordance with the point of entry requirements of reference (a), along with documentation of the results of the Evaluation of paragraph 5.b above.

6. Documentation

a. All engineering change and non-conformance approvals shall be documented in an auditable manner with supporting justification, technical documentation, calculations, rationale, and related correspondence. For temporary non-conformance approvals this shall include the approved duration. For submarines, this shall include identification of whether the engineering change or non-conformance is within the SUBSAFE boundary. For all nuclear-powered ships, this shall include identification of whether the engineering change or non-conformance could be applicable to a naval nuclear propulsion plant system per reference (b).

b. The reference (c) QA Form 12 DFS form and the Electronic DFS (EDFS) and Electronic Waiver/Deviation (EWD) forms and centralized database are acceptable forms for all activities documenting and approving non-conformances in accordance with this instruction. The electronic forms and centralized database also meet reference (g) requirements for maintaining a separate copy of approved non-conformance documentation for audit purposes.

c. The lead CHENG is responsible for providing any configuration change information to the Planning Yard, and the Planning Yard is responsible for updating the configuration control records in accordance with PM policies.

d. The CHENG is responsible for distribution (electronic distribution preferred) of approved engineering changes and non-conformances (within appropriate security guidelines) as follows. For commissioned ships, Ship's Force and the Type Commander shall be provided copies, typically within one week of approval. For new construction ships, the CHENG shall ensure that the configuration data provided to Ship's Force and the

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Type Commander includes all engineering changes and non-conformances. The cognizant Planning Yard shall be provided copies of all approvals that affect configuration in accordance with paragraph 5.c above, typically at the end of the availability. The cognizant TWHs and the appropriate PEO or PM shall be provided copies of all engineering change and major non-conformance approvals in a timely manner. SEA 08 shall be provided copies of all engineering change and major non-conformance approvals for non-reactor plant systems and equipment in naval nuclear propulsion plants.

Figure 1, Flow Chart for Typical Non-conformances

