**Electronic Point of Maintenance Inspection and Repair Data Tools Forum**

**eTWD**

Answered Questions (18)

Q1. Where does NAVSEA store the technical data that is pushed to the maintainer via eTWD?

A1. Currently the AIMS system captures all data via availability….in the historical portion of the database. The new system will have a content management system. We are looking at how to exploit that capability.

Q2. How is the tech data controlled? Will NAVSEA own the data rights to the software?

A2. Yes, but we won’t own the source code.

Q3. Where do the savings come from?

A3. The reduction of personnel work hours needed to input and manage the paperwork since it is now input electronically and provides immediate access. There is also a significant decrease in the amount of time spent walking paperwork around.

Q4. How long is the planned implementation and how much is NAVSEA investing?

A4. The government estimates $30M for software.

Q5. Are you still using Forms with this solution?

A5. The forms are auto-populated.

Q6. How is the data consumed from the virtual forms? How does it get to the engineers who need to review / analyze it?

A6. There are workflows built in.

Q7. Has NAVSEA assessed the benefit of bar-code scanning to accurately and expeditiously capture item pedigree data?

A7. eTWD provides the capability to collect data via bar code or RFID

Q8. Is there a tie between eTWD and the supply system?

A8. Yes, there is a tie to materials.

Q9. Troy, have you coordinated with PEO Ships and PEO IWS? Are you familiar with the enterprise system for Data Management? Are you compatible with their systems?

A9. I’m not familiar. Kurt Doehnert replied: 95% of what we do is subs and carriers. I’m not familiar either.

Q10. How difficult was it to get an Authority to Operate (ATO) from your information assurance team to operate wireless tablets in your shipyard environment?

A10. It has been a long process. Not yet finalized. Our plan was strong enough to move forward. Wireless is not required, but would be preferred.

Q11. How is engineering being connected into this?

A11. Engineering is an integral part of the whole thing. We are integrating MSC (The current AIMS) into this one. Engineers will use this system for planned availability.

Q12. Your content management system, is it based on S1000?

A12. Yes

Q13. Will the content management be part of eTWD or AIM?

A13. eTWD

Q14. What organization in NAVSEA is the focal point for defining the capability need, future process and functional requirements?

Q15. (Comment) The AF has a maintenance execution system initiative called MRO for AF depots run from A4IT and AFMC/A4N.

Q16. (Comment) We are also building an engineering tool called PLM to feed MRO, but have not tackled field level data yet.

Q17. Who is your vendor? POC?

A17. Accenture Federal Services, LLC

Q18. Troy, can you clarify whether any COTS software will be used, or is this all custom?

A18. It is all COTS software – it’s more configurable. Expect that there will be some customization though.