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## **TSC Hampton Roads proves new firefighting quota control concept**

NORFOLK, Va. -- Citing a low course utilization rate against declining Shipboard Firefighting (SBFF) training readiness in the fleet, Training Support Center Hampton Roads (TSCHR) teamed up with Commander, Naval Surface Force Atlantic (SURFLANT) staff to maximize trainer utilization and increase SBFF readiness.

"The process is straight-forward," said Capt. Brent Kyler, TSCHR's commanding officer. "Appropriate policies and sufficient quotas exist; we just need to put the right Sailors, from the right ships, into the trainer at the right time."

Until TSCHR's pilot program began in May, any fleet unit could go online into the enterprise Navy Training Reservation System (eNTRS) and schedule as many quotas as desired on any given date available on the trainer master schedule. The quotas would then be automatically confirmed without regard to unit employment (deployment) or student eligibility.

In order to ensure reserved quotas are used, TSCHR's Fleet Training Liaison Office (FTLO) now maintains a prioritized list of Fleet units to determine unit

assignments and Sailor eligibility under a concept of operations termed 'close-control.'

"The process is simple," said Willie Burnett, TSCHR FTLO lead. "We review firefighting qualifications in the Fleet Training Management and Planning System (FLTMPS) for the units on the priority list; we then identify deployment dates, and judiciously disburse the necessary quotas across that time frame to ensure maximum SBFF training readiness prior to deployment."

"So far, so good" is how Fred Cox, TSCHR's training resource officer describes their success to-date, and the data gathered to date seems to prove the concept.

One of the first ships to undertake the close-control quota process was the guided missile cruiser USS Leyte Gulf (CG 55). According to Cox, Leyte Gulf's results were "simply eye-watering." Between May 6 and June 23, 128 of Leyte Gulf's Sailors participated in 18 firefighting convenings, and achieved a SBFF training readiness rating of 99.7 percent. Out of a crew of 335, Leyte Gulf deployed with only one newly reported Sailor having not received training.

In order to prove the close-control success with Leyte Gulf was not a fluke, the guided missile destroyer USS Cole (DDG 67) was selected for a longer, more measured approach. Again, according to Cox, the concept was proven as a viable means to tailor high-demand training against an equally demanding operational schedule. The Cole trained a total of 77 Sailors and, like the Leyte Gulf, deployed at 99.7 percent readiness with only one Sailor

out of 294 eligible for training having not completed training prior to deployment.

According to Kyler, all CNSL Fleet units will eventually be a part of the close-control, prioritized quota scheduling concept of operations employed by CNSL and TSCHR, and expectations are high for significant improvements in Fleet SBFF readiness.

“If the remainder of the Fleet executes this initiative and displays the same tenacity that Leyte Gulf and Cole exhibited in setting their benchmark performances, we will see greatly improved training execution and consequently, improved firefighting capability in the fleet,” he added.

This is the fourth such initiative taken by the Naval Education and Training Command component in Hampton Roads. With an eye on providing accessible training at the least cost to the provider and the fleet, TSCHR began the same close-control concept for SBFF readiness improvement for units home-ported in Mayport, Fla. in late August.

For more news about the Naval Education and Training Command, including Training Support Center Hampton Roads, visit the NETC webpage:

<https://www.netc.navy.mil>.

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