

-----OFFICIAL INFORMATION DISPATCH FOLLOWS----- RAAUZYUW RUOIAAA8519

1051237-UUUU--RUOIAAA.

ZNR UUUUU

R 141205Z APR 20 MID111000274781S

FM COMUSFLTFORCOM NORFOLK VA

TO RUOIAAA/COMPACFLT PEARL HARBOR HI

ZEN/COMSUBLANT NORFOLK VA

ZEN/COMSUBPAC PEARL HARBOR HI

RUOIAAA/COMSECONDFLT

RUOIAAA/COMTHIRDFLT

ZEN/COMFOURTHFLT

ZEN/COMFIFTHFLT

RUOIAAA/COMSIXTHFLT

ZEN/COMSEVENTHFLT

ZEN/COMTENTHFLT

RUOIAAA/COMUSNAVCENT

ZEN/COMUSNAVEUR COMUSNAVAF NAPLES IT

RUOIAAA/COMNAVSURFLANT NORFOLK VA

RUOIAAA/COMNAVSURFPAC SAN DIEGO CA

RUOIAAA/COMNAVAIRLANT NORFOLK VA

RUOIAAA/COMNAVAIRPAC SAN DIEGO CA

RUOIAAA/COMNAVIFOR SUFFOLK VA

RUOIAAA/COMNECCPAC PEARL HARBOR HI

RUOIAAA/COMNAVFORKOREA BUSAN KOR

ZEN/COMNAVFORJAPAN YOKOSUKA JA

RUOIAAA/COMNAVREG HAWAII PEARL HARBOR HI ZEN/COMNAVMARIANAS GU RUOIAAA/TASK

FORCE WEST GUAM RUOIAAA/COMSC NORFOLK VA RUOIAAA/COMSC LANT NORFOLK VA

RUOIAAA/COMSC FAR EAST SINGAPORE RUOIAAA/COMSC PAC SAN DIEGO CA ZEN/COMNECC

LITTLE CREEK VA ZEN/COMNAVMETOCOM STENNIS SPACE CENTER MS

RUOIAAA/COMNAVWARDEVCOM NORFOLK VA ZEN/NMCLANT YORKTOWN VA

RUOIAAA/PRESINSURV VIRGINIA BEACH VA

ALLTF80

RUOIAAA/CTF 80

RUOIAAA/COMCARSTRKGRU FOUR

ZEN/COMCARSTRKGRU EIGHT

RUOIAAA/COMCARSTRKGRU TEN

RUOIAAA/COMCARSTRKGRU TWELVE

RUOIAAA/COMEXPSTRKGRU TWO

ZEN/COMOPTEVFOR NORFOLK VA

ZEN/COMNAVRESFOR NORFOLK VA

ZEN/COMNAVSPECWARCOM CORONADO CA

RUOIAAA/COMNAVSEASYSYCOM WASHINGTON DC

RUOIAAA/COMFLTCYBERCOM FT GEORGE G MEADE MD RUOIAAA/DIRSSP WASHINGTON DC

RUOIAAA/COMNAVSUPSYCOM MECHANICSBURG PA RUOIAAA/COMNAVAIRSYCOM PATUXENT

RIVER MD ZEN/COMNAVWARSYCOM SAN DIEGO CA INFO RUOIAAA/CNO WASHINGTON DC

ZEN/COMMARFORCOM ZEN/PACAF CC HICKAM AFB HI ZEN/USARPAC COMMAND CENTER FT

SHAFTER HI ZEN/COMMARFORPAC RUOIAAA/COMUSFLTFORCOM NORFOLK VA RUOIAAA/CHINFO

WASHINGTON DC RUOIAAA/CNIC WASHINGTON DC RUOIAAA/COMNAVREG MIDLANT NORFOLK

VA RUOIAAAA/COMNAVREG NW SILVERDALE WA RUOIAAAA/COMNAVREG SE JACKSONVILLE FL
ZEN/COMNAVREG SW SAN DIEGO CA ZEN/COMNAVDIST WASHINGTON DC
RUOIAAAA/COMUSNAVSO RUOIAAAA/CHNAVPER WASHINGTON DC RUOIAAAA/COMNAVLEGSVCCOM
WASHINGTON DC ZEN/FLDSUPPACT WASHINGTON DC RUOIAAAA/COMNAVSAFECEN NORFOLK VA
ZEN/BUMED FALLS CHURCH VA BT UNCLAS MSGID/GENADMIN,USMTF,2008/COMUSFLTFORCOM
NORFOLK VA/-/APR//

SUBJ/DEPLOYED MAINTENANCE SUPPORT - BUBBLE-TO-BUBBLE GUIDANCE//

REF/A/ORDER/COMUSFLTFORCOM/221700ZMAR20//

REF/B/RMG/COMUSFLTFORCOM/272030ZMAR20//

REF/C/ORDER/COMUSFLTFORCOM/011400ZAPR20//

REF/D/RMG/COMNAVSEASYSYSCOM WASHINGTON DC/110050ZAPR20// REF/E/RMG/CNO
WASHINGTON DC/231957ZMAR20// NARR/REF A IS CUSFFC/NAVNORTH PHASE III EXORD
IN RESPONSE TO COVID-19.

REF B IS CUSFF GUIDANCE ON BUBBLE-TO-BUBBLE (B2B) CONCEPT.

REF C IS CUSFF/NAVNORTH FRAGORD 20-021.007 IN RESPONSE TO CORONAVIRUS
DISEASE 2019 (COVID-19).

REF D IS SUPPLEMENTAL GUIDANCE FOR SURFACE SHIPS AND AIRCRAFT CARRIERS
REGARDING USE OF CORONAVIRUS DISINFECTANT PRODUCTS AND PROCEDURES IN
HABITABILITY SPACES.

REF E IS NAVADMIN 083/20, RESTRICTION OF MOVEMENT GUIDANCE.//

GENTEXT/REMARKS/

1. THIS IS A JOINT U.S. FLEET FORCES COMMAND AND U.S. PACIFIC FLEET MESSAGE.
THE FLEET WAS ISSUED GUIDANCE IN REFS B AND C REGARDING THE BUBBLE-TO-BUBBLE
(B2B) CONCEPT OF TRAVEL TO SUPPORT FLEET TECHNICAL ASSISTANCE, INSTALLATION
TEAMS, AND TESTING ACTIVITIES. THIS MESSAGE PROVIDES STANDARDIZED GUIDANCE
TO THE FLEET, SYSCOMS, MAINTENANCE PROVIDERS, AND CONTRACTORS TO DEFINE AND
MAINTAIN CLEAN AREAS (BUBBLES), PROTECT THE FORCE, AND ENSURE CONTINUED
READINESS. THIS GUIDANCE APPLIES TO BOTH OCONUS AND CONUS B2B TRAVEL.

2. DEFINITIONS:

2.A. BUBBLE: A LOCATION IN WHICH RISK OF CONTRACTING COVID-19 IS MITIGATED
TO THE LOWEST PRACTICABLE LEVEL.

2.B. B2B TRAVEL: MOVING CLEARED PERSONNEL FROM ONE BUBBLE TO ANOTHER VIA
CLEAN VEHICLES THAT MINIMIZE RISK OF EXPOSURE TO COVID-19 EN ROUTE.
THE GOAL OF B2B TRAVEL IS TO MINIMIZE EXPOSURE TO CORONAVIRUS AS WELL AS
MINIMIZING THE NEED FOR RESTRICTION OF MOVEMENT (ROM) PERIODS AS MUCH AS
POSSIBLE TO MITIGATE THE RISK OF CORONAVIRUS INFECTION AND TO PROVIDE PROMPT
ONBOARD TECHNICAL ASSISTANCE (OBTA) TO OUR FORCES.

2.C. CLEARED PERSONNEL: PERSONNEL FOR WHOM COVID-19 INFECTION IS CONSIDERED
UNLIKELY BASED ON EXECUTING A ROM AS DESCRIBED IN PARAGRAPH 2.F.

2.D. CLEAN VEHICLE: A VEHICLE THAT HAS NOT TRANSPORTED PASSENGERS WHO MAY HAVE BEEN CORONAVIRUS CARRIERS IN THE PAST 7 DAYS, HAS BEEN DISINFECTED IMMEDIATELY PRIOR TO USE, AND IS DRIVEN BY CLEARED PERSONNEL. SUPPLEMENTAL CLEANING GUIDANCE IS PROVIDED IN REF D. SEVEN DAYS REPRESENTS A CONSERVATIVE APPROACH BASED ON CURRENT EVIDENCE (REF D). AS WE CONTINUE TO LEARN MORE ABOUT CORONAVIRUS THIS INFORMATION IS LIKELY TO BE UPDATED.

2.E. CLEAN BERTHING: BERTHING THAT HAS NOT BEEN USED BY PERSONNEL SUSPECTED OF CARRYING THE CORONAVIRUS IN THE PAST 7 DAYS OR AND HAS BEEN DISINFECTED IMMEDIATELY PRIOR TO USE.

2.F. ROM: AS APPLICABLE TO THE B2B PROCESS, A ROM, AS DESCRIBED IN REF E, IS TYPICALLY A 14-DAY PERIOD IN CLEAN BERTHING, FOLLOWED BY A COVID-19 SCREENING PER PARAGRAPH 3.C.1.C.13 OF REF A (APPROVED QUESTIONS AND TEMPERATURE MEASUREMENT). ONCE A ROM IS EXECUTED, THE TRAVELER IS CONSIDERED TO BE CLEARED PERSONNEL AND MAY ENTER A BUBBLE. NOTE: ROMS MAY VARY DEPENDING ON REQUIREMENTS AT VARIOUS LOCATIONS, BUT THE BASELINE ROM FOR ENTERING THE BUBBLE IS PER THIS PARAGRAPH.

2.G. MICRO-BUBBLE: THESE ARE SEGREGATED AREAS SUCH AS WATCHFLOORS, COMMAND SPACES, OR INDIVIDUAL WORK AREAS WHICH RESTRICT ACCESS WITHIN A BUBBLE TO ONLY THOSE MEMBERS WHO REQUIRE ACCESS FOR MISSION-CRITICAL FUNCTIONS. THIS IS SIMILAR TO THE NEED-TO-KNOW POLICY FOR SECURITY COMPARTMENTS. INTENT IS TO MINIMIZE IMPACT SHOULD A COVID POSITIVE INDIVIDUAL PENETRATE THE BUBBLE. THIS WILL ALSO AID IN CONTACT TRACING.

3. THE B2B PROCESS SHOULD BE ESTABLISHED AS FOLLOWS:

3.A. WHEN THE SUPPORTING ACTIVITY IS DETERMINING TEAM MEMBERS FOR ONBOARD TECHNICAL ASSISTANCE (OBTA) REQUESTS, FLEET GUIDANCE PER REFS A THROUGH C WILL BE USED TO DETERMINE THE NUMBER OF PERSONNEL REQUIRED AND ELIGIBILITY FOR TRAVEL. 3.A.1. IF TRAVEL IS DETERMINED TO BE ESSENTIAL, THE TRAVELER WILL BE PLACED INTO ROM PER PARAGRAPH 2F AT A LOCATION THAT IS MOST APPROPRIATE FOR THE LOCATION THE INDIVIDUAL IS TRAVELING TO. COMMANDS MAY CONSIDER PLACING HIGHLY SKILLED TECHNICIANS IN ROM PER PARAGRAPH 2F TO BE AVAILABLE FOR EMERGENCY TRAVEL.

3.A.2. IF ANY ADDITIONAL CRITERIA BEYOND FLEET GUIDANCE IN REF A IS BEING USED TO SCREEN TRAVELERS AT ANY LOCATION, THIS INFORMATION SHOULD BE PROVIDED BY THE UNIT REQUESTING ONBOARD TECHNICAL ASSISTANCE PRIOR TO TRAVEL IN ORDER TO ALLOW FOR PROPER PLANNING. THIS IS PARTICULARLY RELEVANT TO CONUS UNITS IMPLEMENTING UNIT-SPECIFIC SCREENING CRITERIA WHERE A GEOGRAPHIC ROM IS NOT PRESCRIBED. CONSIDERATION MUST BE GIVEN TO NOT OVERLY CONSTRAIN THE ABILITY OF THE TECHNICAL COMMUNITY TO PROVIDE ASSISTANCE.

3.B. ONCE CLEARED TO ENTER A BUBBLE, TRAVELERS WILL BE SEGREGATED TO THE MAXIMUM EXTENT POSSIBLE, UTILIZING DISPERSION/SEGREGATION IN WORK AND BERTHING LOCATIONS, INCREASED SANITARY MEASURES, DISPERSED GALLEY SERVICE, SOCIAL DISTANCING, AND USE OF PPE WHEN APPROPRIATE. TRAVELERS MAY ALSO SELF-QUARANTINE AT HOME BEING MINDFUL OF ALL CDC RECOMMENDED PREVENTIVE PRACTICES RELATED TO INTERACTION WITH FAMILY AND THEIR COMMUNITY. TRAVELERS WHO ARE IN THE BUBBLE AT HOME WILL COMPLETE THE APPROVED QUESTIONNAIRE AND TEMPERATURE CHECKS PER REF A EACH DAY AND REPORT THE RESULTS TO THEIR IMMEDIATE SUPERVISOR IN ORDER TO VALIDATE THEIR CONTINUED CLEARED PERSONNEL CERTIFICATION.

3.C. ONCE IN THE BUBBLE AND ANY ROM HAS BEEN COMPLETED, AND FINAL TRAVEL TO THE SUPPORTED UNIT HAS COMMENCED, GROUND TRAVEL WILL ONLY OCCUR VIA A CLEAN VEHICLE PER PARAGRAPH 2D.

3.C.1. IF AIR TRAVEL IS REQUIRED, MILAIR IS CONSIDERED ACCEPTABLE FOR B2B TRAVEL AND SHALL BE USED WHENEVER POSSIBLE, PROVIDED MILAIR CREWS MEET CLEARED PERSONNEL REQUIREMENTS TO ENTER THE BUBBLE. CLEAN VEHICLES WILL BE USED TO TRANSPORT THE TRAVELER TO AND FROM THE TERMINAL. THESE VEHICLES WILL BE ARRANGED BY AREA COMMANDERS AND COORDINATED BY THE UNIT REQUESTING ASSISTANCE. FLYING VIA COMAIR IS CONSIDERED LEAVING THE BUBBLE AND WOULD INCUR SCREENING PER PARAGRAPHS 3A AND 3B AND REF A TO CLEAR TRAVELERS FOR RE-ENTRY INTO A BUBBLE.

3.C.2. IF IMMEDIATE TRAVEL TO THE SHIP IS NOT POSSIBLE IN OCONUS/CONUS LOCATIONS, THE SHIP AND AREA COMMANDERS WILL ENSURE THE COORDINATION OF CLEAN BERTHING FOR TRAVELERS, AS WELL AS A METHOD OF FOOD DELIVERY TO MAINTAIN CLEARED PERSONNEL STATUS. PRECAUTIONS AS DESCRIBED IN PARAGRAPH 3B SHALL BE FOLLOWED BY THE TRAVELER WHILE HOUSED IN THIS LOCATION.

3.C.3. TRAVELERS MOVING TO OCONUS LOCATIONS OR THOSE RETURNING FROM OCONUS LOCATIONS MAY BE DIRECTED INTO ROM UPON ARRIVAL, PER GUIDANCE FOR THAT LOCALITY. ONCE COMPLETE WITH THE DESIGNATED ROM, METHODS AS DESCRIBED IN PARAGRAPHS 3A AND 3B WILL BE USED TO CLEAR THE TRAVELER FOR RE-ENTRY INTO A BUBBLE.

3.C.4. THERE MAY BE INSTANCES WHERE A REPAIR IS URGENT ENOUGH TO BRING A TRAVELER ONTO A SHIP BEFORE A FULL 14-DAY ROM IS COMPLETED. AUTHORITY FOR APPROVING URGENT REPAIRS IS COORDINATED THROUGH THE TYCOMS AND NUMBERED FLEETS TO THE 4-STAR FLEET COMMANDER. IN CASES WHERE THE AUTHORITY TO EXEMPT OR SHORTEN A ROM EXISTS, EXTRA PRECAUTIONS MAY BE TAKEN TO RAPIDLY BRING THAT INDIVIDUAL TO THE WORK SITE. THIS MAY INCLUDE SHORTENED ROM PERIOD FOLLOWED BY A COVID-19 TEST. THIS WOULD REQUIRE EXTENSIVE COORDINATION PRIOR TO ARRIVAL, MAXIMAL SOCIAL DISTANCING SUCH AS CLEARING PATHS ABOARD THE SHIP, EXTRA CDC APPROVED PROTECTION WORN BY SHIPBOARD PERSONNEL, EXTRA CLEANING AFTER WORK IS COMPLETED, AND ADDITIONAL SCREENING POINTS.

3.D. UPON ARRIVAL AT THE UNIT REQUIRING ASSISTANCE, TRAVELERS WILL BE SCREENED AT THE BROW PER REF A, TO MAINTAIN THE BUBBLE.

3.E. TO ENSURE TECHNICIANS CAN EFFECTIVELY OPERATE AND TRANSFER TOOLING/PARTS ONBOARD A UNIT, NAVSEA HAS ESTABLISHED A NAVAL COVID-19 RAPID RESPONSE TEAM (NCR2T) TO DEVELOP PROCESSES AND PROCEDURES TO MINIMIZE RISK OF TRANSFERRING THE VIRUS ON TOOLING AND PARTS USING DECONTAMINATION PROCESSES AND PROTECTIVE WRAPPING (REF D REFERS). THE PROCEDURES WILL BE PROMULGATED SEPCOR. AS LONG AS LUGGAGE, TOOLING AND PARTS ARE DISINFECTED PRIOR TO B2B TRAVEL OR HAVE NOT BEEN HANDLED BY PERSONNEL WHO MAY HAVE BEEN COVID-19 CARRIERS IN THE PAST 7 DAYS, AND THE TOOLING, PARTS AND LUGGAGE TRAVEL WITH THE PERSONNEL IN THE BUBBLE, CONTAMINATION SHOULD NOT BE A CONCERN.

4. THE PROCESS AS OUTLINED IN PARAGRAPH 3 MAY BE USED WHEN RETURNING TO THE POINT OF ORIGIN. COMMANDERS WILL WEIGH THE COST/BENEFIT OF MAINTAINING BUBBLE STATUS FOR TRAVELERS RETURNING TO THEIR ORIGINATION. CONSIDERATIONS INCLUDE THE COST OF CLEAN VEHICLES, PRIORITIZATION OF MILAIR FLIGHTS, AND HEALTH RISK TO THE INDIVIDUAL, AS WELL AS RISK TO MISSION AND COST OF A ROM PERIOD UPON RETURN.

5. TO SUPPORT THE MAINTENANCE ENTERPRISE IN MINIMIZING RISK TO ITS TECHNICAL EXPERTS, IT IS RECOMMENDED THAT TYCOMS WORK WITH ASSIGNED SHIPS TO IDENTIFY THE CASREPS WHERE DISTANCE SUPPORT HAS BEEN EXHAUSTED AND AN OBTA IS THE ONLY COURSE OF ACTION REMAINING. REQUEST ALL SHIPS RELEASE A CASUP CONFIRMING OR REAFFIRMING THE REQUEST FOR OBTA. TYCOMS WILL PRIORITIZE THIS LIST FOR SYSCOM ADJUDICATION.

5.A. TO MINIMIZE DELAYS DUE TO OCONUS/CONUS TRAVEL AND ASSOCIATED ROMS, CONSIDERATION SHOULD BE GIVEN TO STAGING FORWARD DEPLOYED TECHNICAL TEAMS THAT MAINTAIN CLEARED PERSONNEL STATUS IN A BUBBLE IN FLEET CONCENTRATION AREAS. THIS MUST BE COORDINATED CLOSELY WITH UNIT COMMANDING OFFICERS AND BASE COMMANDERS TO ENSURE CLEARED PERSONNEL STATUS, ONCE ACHIEVED, IS RECOGNIZED.

6. IT IS NOT POSSIBLE FOR ONE MESSAGE TO ADDRESS ALL POSSIBLE SCENARIOS. WHILE THE GOAL IS TO PROVIDE TIMELY TECHNICAL ASSISTANCE, THE SAFETY OF OUR PERSONNEL MUST BE OUR FIRST PRIORITY. WHEN IN DOUBT AND NO AMPLIFYING GUIDANCE IS AVAILABLE, COMMANDS SHOULD ERR ON THE SIDE OF CAUTION WHEN SCREENING TRAVELERS FOR ACCESS INTO A BUBBLE.

7. AS THE COVID-19 SITUATION IS CONSTANTLY EVOLVING, RAPID AND EFFECTIVE COMMUNICATION IS REQUIRED TO FACILITATE TRAVEL OF KEY PERSONNEL. TO ASSIST IN THIS, THE B2B WORKING GROUP HAS CREATED A SHAREPOINT SITE AT THE FOL URL:

[HTTPS://ICENTER.SAIC.COM/SITES/PEOIWSEESS/1SL/SITEPAGES/HOME.ASPX](https://icenter.saic.com/sites/peoiwseess/1sl/sitepages/home.aspx)
THIS SITE WILL ACT AS A REPOSITORY OF ALL CURRENT B2B TRAVEL GUIDANCE. TO
REQUEST ACCESS TO THIS SITE, PROVIDE YOUR NAME, EMAIL, PHONE NUMBER, AND
ORGANIZATION TO CARLY FRICK (CARLY.A.FRICK@SAIC.COM).

7.A. A LIST OF POINTS OF CONTACT (POCS) WILL BE POSTED ON THIS SITE TO
DESIGNATE INDIVIDUALS COGNIZANT OF LOCAL TRAVEL REQUIREMENTS, COVID
PROCEDURES, AND ROMS. REQUEST EACH SYSCOM, TYCOM, BASE COMMANDER, AND NSA
UPDATE THE POC LIST ON THE SHAREPOINT SITE. ALTERNATELY, POCS CAN BE
EMAILED TO CAPT MICHAEL TEMME (MICHAEL.TEMME@NAVY(.SMIL).MIL) AND LCDR
MICHAEL SAMMATARO (MICHAEL.A.SAMMATARO@NAVY(.SMIL).MIL)
FOR INCLUSION IN THE LIST.

8. (U) CUSFF OFFICIAL: RDML WILLIAM C. GREENE, CUSFF N43, DIRECTOR FLEET
MAINTENANCE. CPF OFFICIAL: RDML (SEL) SCOTT M. BROWN, CPF N43, DIRECTOR
FLEETMAINTENANCE.//

BT
#8519
NNNN

CLASSIFICATION: UNCLASSIFIED//