Phased Rollout of GTCC for PCS and MyPCS Travel Voucher Announced

Starting July 1, officers in grades O-4 and above, and all chief petty officers E-7 to E-9 are required to use the Government Travel Charge Card (GTCC) to pay for most PCS-related expenses, announced in NAVADMIN 129/22, June 2.

The NAVADMIN message detailed a phased rollout for the mandatory use of the GTCC alongside mandatory use fleetwide of the MyPCS Travel Voucher for most active-duty and Reserve Sailors when filing PCS travel claims. Both changes apply to Sailors who begin PCS travel starting or after July 1.

Since January 1, the GTCC has been mandatory for all E-9 and O-5 and above. The third phase, slated to occur January 1, 2023, will expand the GTCC requirement to all Sailors eligible to use the GTCC, per Department of the Navy policy. Although mandatory use is being phased in, all Sailors currently authorized to use the GTCC for their PCS are encouraged to do so.

While all Sailors regardless of paygrade will be required to use the MyPCS Travel Voucher after July 1, it is currently not required for Sailors reporting to aircraft carriers, submarine tenders and flag ships. The requirement is expected to extend to them later this year.

There are many advantages for Sailors using both the GTCC and MyPCS Travel Voucher. Unlike a personal credit card, GTCC users do not pay interest charges.

Additionally, Sailors are not required to make payments on GTCC charges for up to 60 days after checking in to their ultimate duty station. This is possible because when they detach from their previous command, a Sailor’s GTCC is placed in a Mission Critical/PCS (MC/PCS) status.

This means that no payments will be due on the GTCC until 60 days after reporting to their ultimate duty station. Even if a Sailor has a long training track, they do not have to worry about making payments on the GTCC while they are on travel.

The only thing they have to do to ensure MC/PCS status stays effective for them during those long tracks (or if they experience a delay in their travel) is call the MyNavy Career Center no later than 90 days after their detachment date to extend their MC/PCS status for 120-day increments.

If a Sailor wants advance DLA, they can still request it, however, they must remember to not use the GTCC for dislocation expenses as they would already have that entitlement disbursed.

All other PCS travel advances, such as advanced per diem and advanced mileage, are no longer permitted unless a Sailor is eligible for a GTCC or is traveling separately from family members. Sailors may still request advanced basic pay as that is not a PCS travel advance.

The MyPCS Travel Voucher lets Sailors use their mobile devices to submit their claim, upload copies of their receipts, and even calculate their entitlements while on the road. As of June 2022, travel claims submitted in this method have been paid in less than seven days. Per the NAVADMIN, Sailors must submit their MyPCS Travel Voucher within five working days of reporting to their new command.

For more information, check out GTCC for PCS or contact MNCC at 833-330-MNCC (6622) or email at AskMNCC@navy.mil. Online self-service options are available on MyNavy Portal (http://www.my.navy.mil).

DOD Official: No Changes to Women's Essential Health Care

The recent Supreme Court opinion in Dobbs v. Jackson Women’s Health Organization does not prohibit the Defense Department from continuing to provide essential women’s health care services to service members, dependents, other beneficiaries and DOD civilian employees, the undersecretary of defense for personnel and readiness said in a memo released June 28.

Gilbert R. Cisneros Jr. noted that under existing federal law DOD may only perform or pay for abortions if the life of the mother would be endangered if the fetus were carried to term, or if the pregnancy is the result of rape or incest — called “covered abortions.”

The recent Supreme Court decision does not prohibit DOD from continuing to perform these covered abortions, consistent with federal law, he wrote.

“There will be no interruption to this care,” Cisneros said.

“Health care providers will continue to follow existing departmental policy,” he continued, adding that military medical treatment facilities will implement measures to ensure continued access to care.

Cisneros said it is the Justice Department’s longstanding position that the states generally may not impose criminal or civil liability on federal employees who are performing their official duties in a manner authorized by federal law.

DOD will work with the Justice Department to ensure access to counsel for civilian employees and service members if needed and as appropriate, he wrote.

The Supreme Court’s decision also does not affect DOD’s leave policies, Cisneros said.

“Existing department policy authorizes active-duty service members to travel as necessary to receive abortion care,” he said. The travel may be government-funded, official travel for a covered abortion, or for all other cases, it may be undertaken as regular leave at the service member’s expense.

“Access to emergency or convalescent leave remains unchanged for all service members,” Cisneros noted.

DOD civilian employees may continue to use sick leave or other forms of leave as necessary to care for themselves or their family members, he said. Sick leave may also be used to cover travel that may be needed to obtain any type of medical treatment.

DOD, the military departments and the DOD Office of General Counsel will continue to review current DOD policies and procedures in light of evolving state laws to assess any impact they may have on DOD. Additional guidance will be issued as appropriate.

“As always, we will take every action within our authority to ensure the safety and health of each and every member of our team,” Cisneros wrote.

For abortion information from the Navy and Marine Corps Public Health Center, click here. 
When we trust our junior enlisted, senior enlisted, officers, commanding officers, triads, civilians, our shipmates, we have confidence in them and in their honesty and integrity. We truly believe they will do the things they say they will, recognize their abilities, strengths or weaknesses and adjust when needed.

We are not where we need to be. However, please understand we are working to regain your trust through greater transparency as we continue to make our Navy stronger and more lethal. We recognize that it’s your pay... it’s your benefits... it’s your career and when we don’t hit the mark, it has a direct impact on you and your families.

What I want you to know is that there are more than 2,000 people in the MyNavy HR family who are working very hard to fix our outdated computer systems and update decades of old policies. Initially, we were not where we needed to be. Senior leadership recognized that and a few people no longer work in the MyNavy HR enterprise.

We don’t always hit the target – but I can promise you we’re not randomly firing for effect and calling whatever we hit “the target.” If we miss the mark and what we set out to achieve isn’t working, we take responsibility and we fix it. We also recognize and realize we need to be more transparent with you.

Sometimes we get caught up in making a difference so fast, while focusing on the great benefits the change will provide to the majority, we miss some of our blind spots, causing the process to take even longer.

I truly understand your anger and frustration, I am right there with you. We need to control it and use that energy to make one degree of difference in our professional and personal lives, thus making Our Navy an even greater place to serve. We are one Team/Family!

Thank you for what you do each and every day and thank you for the service and sacrifice of your families.

Let’s Do This Together!

Active Fall 2022 E-4 to E-6 NWAEs Announced – What You Need to Know

The Navy set dates and details for the fall Navy-Wide Advancement Exam (NWAE) Cycle 256 in NAVADMIN 135/22 released June 17.

All E-6 and E-5 candidates in the active and Training and Administration of the Reserves (TAR) components will return to pre-COVID-19 norms of testing on specific dates, though Navy officials have built flexibility into that schedule through Sept. 30.

“Should the necessity of an expanded window of NWAE administration be required due to a resurgence in the coronavirus pandemic, commands may request a deviation of NWAE administration from Navy Personnel Command,” wrote Vice Adm. Rick Cheeseman in the message.

“Deviation from single-day testing will not be authorized for convenience, rather as a result of heightened regional health protection measures or other valid reason.”

For clarity, the Navy renamed the Reserve Full-Time Support (FTS) community to the TAR at the start of fiscal year 2022.

E-6 and E-5 candidates will test on Sept. 1 and Sept. 8, respectively. However, all active and TAR E-4 advancement exams are again canceled. Qualified E-3’s will be selected for advancement using the alternate rank-order final multiple process to determine who advances without an exam score.

This E-4 advancement procedure has been in effect since COVID-19 precautions began in early 2020. Navy personnel officials say that fleet feedback from previous rank-order E-4 advancements has been positive.

Leading up to the exams, Sailors must complete their Professional Military Knowledge Eligibility Exams (PMK-EE) by July 31.

The PMK-EE deadline applies to all Sailors regardless of whether they are sitting for an exam or not. Sailors who have already met this military knowledge testing requirement on previous cycles do not have to retake this exam. It is only required once at each paygrade level.

Terminal eligibility for computing time-in-rate (TIR) is Jan. 1, 2023.

TIR date for E-6 must be on or before Jan. 1, 2020; Jan. 1, 2022 for E-5; and July 1, 2022 for E-4.

CO’s and OIC’s can waive one year of TIR for E-6 candidates with Early Promote on their latest evaluation. However, enlisted advancement worksheets (EAWs) for those Sailors must be manually created and submitted.

High-year tenure dates for all candidates must be Jan. 1, 2023, or later. Those requiring waivers must be approved before Sept. 1 to participate in the exam cycle.

Because the Naval Education Training and Professional Development Center (NETPDC) will not receive E-4 exam answer sheets, commands must scrub the records of their advancement eligible E-3 Sailors to ensure all E-4 EAWs in the Navy Standard Integrated Personnel System are accurate and up-to-date.

The EAW deadline for Cycle 256 active and TAR Sailors is one week after their respective testing dates for E-6 and E-5. Though no E-4 exams will be given, their EAWs must be completed by Sept. 15.

Once exams are given, education service officers are encouraged to expeditiously mail in answer sheet packages to NETPDC and not hold any taken exams until the end of the testing window, ensuring prompt processing of exams.

No dates have yet been set for the release of any advancement results as this will depend heavily on accurate worksheets being submitted upfront and the prompt return of answer sheets once exams are taken.

Additional eligibility and administrative details and deadlines are available in NAVADMIN 135/22 along with key points of contact.

For more news from the Chief of Naval Personnel, follow us on Facebook at https://www.facebook.com/mynavyhr; Twitter at https://twitter.com/mynavyhr or visit https://www.navy.mil/cnp.
DEPRESSION IS NOT LIMITED TO THE HOLIDAYS, IT CAN HAPPEN EVEN DURING THE SUNNY DAYS OF SUMMER!

IF YOU OR A SHIPMATE IS FEELING DOWN, CONTACT THE MILITARY CRISIS LINE BY CALLING 1-800-273-8255 AND PRESS 1.
WWW.VETERANSCRISISLINE.NET/GET-HELP/MILITARY-CRISIS-LINE
Parenting in the Navy - Your CAPP is Your #1 Resource

Navigating the battle rhythm of a naval career is filled with challenges and demands, both personally and professionally. Adding a child to the mix can make it seem like a tsunami is on the way - but the Navy doesn't want Sailors to brave the rough seas of parenting alone.

This is where the Command Advisor on Pregnancy and Parenthood (CAPP) comes in.

"CAPP is a 'one-stop shop' for both parents and pregnant service members, or even those who think they might become a parent and want more information," said Navy Counselor 1st Class Laura L. Lemmel. "It's also for leadership to get current, up-to-date information about official parenthood and pregnancy policies."

The program is beneficial to all - experienced parents, first-timers, expecting Sailors, those who want to adopt, and those who joined the Navy with children, and most importantly, leaders who engage with and interact with active-duty parents to best support them for success.

"If the Sailor comes to [the CAPP advisor] and says 'I might be pregnant. What do I do?', then the CAPP advisor is the trusted person whom the Sailor can go to, sit down and talk about all of the resources available to them," said Chief Aviation Structural Mechanic (Safety Equipment) Laura M. Anderson.

The program has been around for several years, but is constantly evolving to meet the ever-changing needs of Navy parents, as well as the leaders charged with their well-being.

"The 21st Century Sailor Office is constantly working with its stakeholders to ensure current policies are aligned with higher authorities, such as the DoD, Secretary of the Navy, BUMED, and the senior enlisted advisor to the Office of Women's Policy. "The command advisor on pregnancy and parenthood plays a key role as a deck-plate communicator - they are making sure any changes to pregnancy, parenthood, and postpartum-related policies and programs are communicated to command leaders."

One of the most recent resource updates is the availability of the Navy's Maternity Uniform Pilot Program which provides a full sea bag of maternity uniforms at no cost to the pregnant service member.

"It's a really cool option for Sailors to have," said Anderson. "The program makes the process of getting dressed in the morning for pregnant Sailors easier. They can have all of their maternity uniforms ready, right out of the gate without having to reach out through social media or other networks to get the uniforms they need and are authorized to have."

While it is not currently required, all commands are strongly encouraged to establish a CAPP program. The position is just as important for operational, deployable commands as it is at shore, non-deployable commands.

At this time, many CAPP positions are held by Sailors who sought out information when they experienced their own pregnancies. Lemmel and Navy Counselor 2nd Class Rosita Dorich are two of those Sailors.

Lemmel said she takes pride in being able to connect Sailors and their families with all the resources available to help them navigate the challenges of military and family life.

Through the combined efforts of Lemmel, Dorich, and Anderson, Naval Air Station Whidbey Island hosted a CAPP Fair, May 13, to provide Sailors with an opportunity to learn about resources for parents in the Navy, and how to better balance the demands of a naval career with family plans and obligations.

The event gave Sailors the chance to meet and engage with representatives from supportive organizations including their Child Development Center (CDC), Child and Youth Services, local doula services, Exceptional Family Member Program, the Navy and Marine Corps Relief Society (NMCRS) Visiting Nurses, pregnancy care clinics, and many more.

"We had a lot of dependents come out," said Anderson. "It's important to know that CAPP isn't just for pregnant, active-duty Sailors. It's for all Navy parents and their dependents. There was some really amazing networking that happened and I was glad to be a part of it.

"If new parents in the Navy are better informed and they have more resources, they will be more inclined to stay in the Navy while starting a family."

With access to a CAPP, parents in the Navy are able to face the unique challenges of service and parenthood, knowing that they have the support of their leadership and command.

For more information about establishing a CAPP program at your command, or registering your current CAPP program, visit https://www.mynavyhr.navy.mil/Support-Services/21st-Century-Sailor/Parenthood-Pregnancy/CAPP/.
Navy Mandates CWP Black Rank Tab Wear – Here are the Details

The Navy will mandate the wear of the Cold Weather Parka (CWP) rank insignia on all uniforms with rank tabs effective Oct. 1, as announced in the uniform update NAVADMIN 124/22, released May 27. Also updated were policies for required uniform items for women and grooming standards for retirees while wearing Navy uniforms.

“Navy uniform regulations apply to all Sailors equally, regardless of their rank, grade, ethnicity, position held or community assigned,” said Robert B. Carroll, director of Navy Uniform Matters and Emerging Issues Branch. “Any difference between male and female grooming policies recognizes the differences between the genders.”

Updated Rank Tab Rules

Starting Oct. 1, wear of the black CWP rank insignia is mandatory for E-4 to O-10 Sailors on all uniform items with rank tabs, to include NWU Types II and III, parkas, and black or brown fleece liners. After that date, wear of the matching camouflage-pattern rank tab is limited to tactical training and operations at the commanding officer’s direction.

Women’s Uniforms and Hosiery

The belted slacks from the women officer and chief petty officer Summer White Service Uniform are now redesignated as official slacks for both Summer White and Service Dress White Uniforms. As part of this change, the beltless dress white slacks are now optional for wear with the women’s Service Dress White Uniform.

It’s now optional for women in the Navy to wear hosiery with slacks and skirts while wearing pumps or flats. When hosiery is not worn, shoe liners or no-show socks must be worn for hygienic purposes and as a protection against abrasions or blisters caused by rubbing between the foot and shoe.

Retired Male Sailor Grooming Standards

Retired male Sailors are now authorized to have beards while wearing Navy uniforms during authorized ceremonial events. The beard must be properly groomed and can be no longer than two inches in length as measured from the face outward.

Feedback is Welcome

The Navy Uniform Matters Office welcomes feedback and recommendations from Sailors about uniform and grooming policies via the MyNavy UNIFORMS App or MyNavy Portal. Once signed into MNP, select Professional Resources, then select U.S. Navy Uniforms and “Ask the Chiefs.”

NETC, CNATT use RRL Training Innovation, NAE Collaboration to Support the Fleet

As the needs of the fleet rapidly change and evolve, the evolution and agility of naval aviation training has had to adapt to help increase operational readiness.

For the past several years, the Navy has been focused on Ready Relevant Learning (RRL) to modernize the development and delivery of training. The Naval Aviation Enterprise (NAE) is on the cutting edge of integration of RRL.

Commander, Naval Air Forces, Commander, Naval Air Force Atlantic (CNAL), Naval Education and Training Command (NETC), and the Center for Naval Aviation Technical Training (CNATT) and its 23 learning sites are partnering with type wings, the Naval Air Warfare Center Training Systems Division (NAWCTSD) and other curriculum, software and hardware contractors in the development and delivery of training when and where it is needed.

Development and delivery efforts are led by U.S. Fleet Forces Command (USFFC) along with Program Executive Office for Manpower, Logistics and Business Solutions (PEO MLB) in an effort to align technical, career and leadership development to a career-long learning continuum.

Finding and incorporating innovative ways to present training objectives to Sailors and Marines has also been an area of focus, particularly in CNATT schoolhouses. From publishing training videos on NETC’s Training Videos YouTube channel, to infusing cutting-edge technology like augmented and virtual reality into classrooms, NETC and CNATT are modernizing aviation training for the 21st century and beyond.

“We are in an era where near-peer competitors have re-emerged as the central challenge to U.S. security and prosperity,” said Rear Adm. Pete Garvin, NETC’s commander. “It is just as important today as ever to deliver effective, leading-edge training to our Sailors.”

To date, the collaborative efforts of this team have made significant strides in meeting the tenants of RRL. CNATT has incorporated industry best practices such as micro-videos and Broad Unscheduled Rapid Support Training (BURST) courses. Micro-videos are typically filmed on the flight line or in work centers and are intended to provide visual reinforcement of infrequent or very detailed tasks. The videos are then published on NETC’s Training Videos YouTube channel. Efforts are being made to increase access to the videos, wherever a Sailor or Marine in aviation is serving.

BURST courses allow for the agile delivery of targeted systems of maintenance and troubleshooting. Typically excerpts from larger training lessons, these courses are tailored for point-of-need delivery. BURST leverages onsite expertise of Forum for System Transition, Naval Aviation Technical Data and Engineering Services Center representatives, CNATT instructors and type wing subject-matter experts to assist maintenance personnel in troubleshooting and repairing particularly challenging or recurring discrepancies.

Recent events hosted by USFFC, PEO MLB and the NAWCTSD have focused on delivering modernized training with more agility and speed. Past events include NETC’s offline where all learning centers shared ideas and challenges related to RRL. CNATT followed with its own offsite where all commanding officers (CO) under CNATT’s domain received the CNATT CO’s number one priority: to improve the RRL process and deliver the most technically trained Sailors and Marines to the fleet.

Under CNAL sponsorship, CNATT has also hosted over 50 senior enlisted maintenance leaders to review maintenance leadership courses, identify shortfalls and improve courses of instruction. CNATT Unit Norfolk will additionally host a Training Requirement Review for E-2D avionics courses, emphasizing speed and agility in delivery of current and modern training to the platform.

Other partnership efforts include corrosion training with F/A-18 type wings, Electrical Wire Interconnect System (EWIS) and Virtual Paint System (VPS). The F/A-18 corrosion training is combining classroom knowledge with hands-on recognition and treatment. The EWIS trainers will provide a repeatable and visual way to improve troubleshooting and repair techniques. The VPS provides “reps and sets” for aircraft painting while eliminating hazardous waste and time-consuming preparations.