



Submarine PXO Detailing Information

(Updated: JUL 2022)

1. Your Detailer: The post-DH detailer remains your detailer until you are slated for XO. Work with him to determine which Submarine Command Course (SCC) you will attend based on your PRD and career timing gate. Once you are screened for XO, ensure that the post-DH detailer has your up-to-date contact information and discuss with him when you expect to start the XO pipeline. The post-DH detailer provides the list of PXOs for each SCC 6-7 months prior to the course convening date, which is typically the first week in January, April, July, and October.

2. The Process:

- A. Once the class is finalized the XO detailer will contact you to provide details about the slate including a rough schedule and other process details regarding the slating process. Most importantly, he will provide you with a template intended to solicit your preferences and inputs in support of the slating process.
- B. The submarines on your slate are determined based on XO PRDs, ship schedules, and wardroom planning conferences. Note – there is a 90-day interlock between CO and XO reliefs.
- C. As part of the PXO slating, the XO detailer will provide the expected billets for fill with the first contact email.
- D. The nominal XO tour length is 20 months. The minimum tour length is 18 months and tour lengths upwards of 24 months are not uncommon. In some cases, XOs have done tours as long as 29 months, but this is rare and is typically driven by operational requirements.
- E. When slating PXOs, every effort is made to balance the PXO's desires, professional development/career needs, and needs of the Navy. There is no "bad" XO assignment and no such thing as a "red" detail at this level.
- F. The following considerations factor into the PXO slating process to achieve that balance with the ultimate goal of preparing each officer for command of any boat that may be on a CO slate in the future:
 - i. Engineering background. Either the CO or the XO must have served as an engineer officer. We do not have an excess of engineer officers, which usually prevents the XO detailer from assigning an engineer officer served XO and CO to the same submarine. Note – SSGN COs get engineer officer credit based on their previous CO tours.
 - ii. Tactical experience. The Submarine Force policy is to provide each officer forward-deployed mission experience (deploying SSN or SSGN) and strategic deterrent patrol experience (SSBN) prior to his or her command tour.



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iii. Operational vs. shipyard experience. Significant effort is expended to prevent officers from doing multiple shipyard-intensive sea tours. However, in some cases recent, relevant experience may make an officer a better fit for a ship going through an availability. Assignment to a shipyard-intensive sea tour is valued by the community and officers routinely screen for the next milestone (CO) even if they are XOs in the shipyard – performance is the key driver!

G. Once initial PXO slating is complete, an extensive review process within both PERS 42 and Naval Reactors occurs. It is not uncommon for assignments to change during this review process; therefore, PXO assignments are not released until all reviews are complete and approvals received. Expect upwards of 6 weeks from the start of the slating process until you are notified of your assignment. Please trust that the XO detailer is pushing the process to get you an assignment and orders as quickly as possible.

H. Orders are generally transmitted about a month after assignment approval.

3. PXO Timing Gates: Meeting career gates is a critical element to preserving competitiveness for career progression and promotion. It is important that you keep the lines of communication open with the post-DH detailer, and keep yourself informed on the latest with respect to career timing metrics and milestones. The gate to start SCC is July of 13 YCS.

4. Training Pipeline: The following schools are required as part of the PXO training pipeline:

A. SCC: 9 weeks in either Pearl Harbor (January and July class) or Groton (April and October class). SCC is an intensive, decision-rich, tactically advanced course designed to produce officers who consistently demonstrate superior decision making. There is a mandatory one-week self-study period prior to the start of SCC, however, you are strongly encouraged to begin your study for SCC before you report. Course material is available on the COMSUBFOR and COMSUBPAC SIPRNET websites.

B. Command Leadership Course (CLC): 2 weeks in Newport, normally just before or just after SCC. Additional information, including CLC convening dates, is available at <https://www.netc.navy.mil/centers/cppd/cls/>.

C. Naval Justice School – Senior Officers' Course (NJS): A three day course in Newport, normally just before or after CLC. Additional information, including NJS convening dates is available at http://www.jag.navy.mil/njs_soc.html.

C. PCO/PXO Strategic Weapons Course (for SSBN XOs only): This has been rolled into the SCC curriculum and occurs in Bangor or Kings Bay. The course also includes trips to Strategic Systems Programs (SSP) in Washington, DC, and USSTRATCOM in Omaha, NE.



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D. Advanced Weapons System (AWS) Command Course (for SSGN XO's only): 1 week in Kings Bay.

5. Orders/Travel:

- A. Rental cars. Rental cars are preferentially assigned to those officers who are unable to drive to training and/or coming from overseas, etc. Your cohort should work together to support each other with rental car transportation during the pipeline.
- B. Intermediate stops. The Navy's policy is that official travel is only authorized/reimbursed between military obligations. However, I have the ability to insert intermediate stops in your orders to minimize leave days or provide you time at your ultimate permanent duty station (PDS) as long as it is cost effective. For example, there is frequently one to two weeks between SCC and CLC. In some cases, it is less expensive to pay for travel to your PDS (home port of your ship) than it would be for you to spend an additional week earning Pearl Harbor, Groton, or Newport per diem. If you desire an intermediate stop in your orders, let me know when we discuss your final assignment. I will release your initial set of orders without intermediate stops to expedite your receipt of orders so you can plan your PCS, HHGs and travel. I will add intermediate stops in order modifications. All intermediate stops are considered on a case-by-case basis and must be approved by my NPC chain of command outside PERS 42. Intermediate stops at the previous duty station to move your family are not authorized by the JFTR so plan to move your family ahead of time or you may pay out of pocket to fly back.
- C. Travel. Arrange your travel, lodging (NJS and CLC) and rental cars through SATO once you have orders.
- D. Entitlements. My Navy Career Center is the best source of information for questions regarding pay, entitlements, travel allowances, etc. You can reach them 24/7 at 833-330-MNCC (6622) or askmncc@navy.mil.

6. Additional Information:

- A. XO detailing is significantly less volatile than DH detailing, but changes occur. I am very sensitive to these changes and understand the impact they may cause you and your family. I will let you know of any issues as soon as they arise if they may impact your orders. Please keep me up to date with your contact information if it changes during the pipeline.
- B. Command qualifications must be complete prior to starting SCC. We track this at PERS 42. If your command qualifications are not complete, let me know early in the PXO detailing process so we can develop a plan that allows you to complete them. Not being command qualified will prevent you from starting the PXO training pipeline.



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- C. Verify/update your security clearance data 6-8 months prior to SCC. This will cause problems at SCC if not squared away.
- D. EFMP: If you are enrolled in EFMP, make sure that your case is updated and let me know of any restrictions that may exist with your case. If your EFMP case is properly managed and we are proactive, we should be able to avoid issues that may delay orders or prevent assignment to one of your top choices.

Please let me know if you have any questions and I wish you the best in this exciting and challenging next assignment!

//s//

J. R. JANNEY