



# THE NAVAL AVIATION ENTERPRISE AIR PLAN



...One Vision, One Team

# 3

February 2009

***“In 2008 the NAE continued its impressive record of accomplishments, enhancing Naval Aviation readiness and efficiency more than ever. Everyone can be proud of their role in achieving this Naval Aviation readiness.”***  
– VADM Tom Kilcline, Commander, Naval Air Forces

## ***FY 2008 Accomplishments of the NAE ... Examples of what YOU have done for YOU lately!***

- **More aircraft ready for tasking.** During Fiscal Year 2008 (FY 08), the NAE reduced the USN ready-for-tasking gap from 7.1% to 6.5% (85 units to 60 units), despite the challenge of P-3 groundings. The NAE also reduced the USMC CH-53D gap from 28% to 11% and the EA-6B gap from 11% to zero percent.
- **Recovering unfunded flight hours.** In FY 08, Naval Aviation found enough efficiencies within the Enterprise, specifically the Navy Flying Hour Program, to fly almost 64,000 flight hours that were not in the approved budget yet were required by current operational needs.
- **Teaming with the Marine Corps.** Throughout 2008, the Marine Corps established ten Type/Model/ Series (T/M/S) teams within the NAE reporting construct with quantifiable improvements in readiness/availability. The USMC will stand up the final planned T/M/S (CH-46E) in the early spring of 2009.
- **Higher levels of readiness.** As one example, in May 2008, 210 of 226 units reporting under the NAE reported M-ratings at or above targeted readiness – the highest percentage (93%) in 10 months.
- **More bang for the buck.** In FY 08 the NAE continued the trend of holding down costs in the Flying Hour Program (FHP). During 2008, Naval Aviation flew more than 500,000 hours at 2% below programmed cost. From 1997-2003, the inflation-adjusted cost per hour for Naval Aviation in the FHP increased at a rate of approximately \$175 per hour each year. Since 2003, that increase has been held to \$22 per hour annually.
- **Process improvement at sea.** In 2008, the Life-Cycle Management and Cost-Wise Readiness sub-teams under the Carrier Readiness Team used standardized business rules to identify and drive cost savings or avoidance in excess of \$75M. Additionally, nine of our 11 aircraft carriers established Continuous Process Improvement Divisions or Teams aboard their ships.
- **Better matching your Sailors to tasks.** The Qualified Proficient Technician (QPT) program is making better use of our Sailors' Navy Educational Codes (NEC) and experience within a T/M/S. By including QPT as a part of NAE manpower readiness, the NAE is driving up the number of technicians with experience in their T/M/S.
- **Improving diversity efforts.** During 2008, the NAE completed the Diversity Mentoring Pilot program, leadership mentoring training and began other diversity initiatives.
- **Standardizing metrics.** In 2008, Marine Corps squadrons set common standards for minimum personnel numbers and qualifications, certifications, and licenses required to conduct dual shift maintenance for every USMC T/M/S squadron and detachment configuration.

### Key Messages

- The NAE optimizes strategic thought and fiscal priorities for Naval Aviation...today and in the future.
- It's not about turning Naval Aviation into a business; it's about understanding the business of Naval Aviation.
- The NAE continues to make progress in providing Naval Aviation forces at improved readiness and greater efficiency.

### Facts and Figures

- Over the last three years the NAE has added more than 55 additional Navy and Marine Corps aircraft sets back into the Fleet at no extra cost.
- 11 of 13 planned Marine Air Group Commanders are leading their teams using Enterprise concepts, metrics, and behaviors.
- AIRSpeed at FRC Southeast reduced T-700 engine repair turn around time from 92 days to 5 days.