



THE NAVAL AVIATION ENTERPRISE AIR PLAN



...One Vision, One Team

www.public.navy.mil/airfor/nae

#40, January 2015

“The global security environment continues to place Naval Aviation in extraordinarily high demand. This demand demonstrates the strategic relevance and national importance of positioning Naval Aviation forces where they can influence events in this unsettled world. The Naval Aviation Enterprise is working hard to ensure we sustain our readiness today and posture for our future through innovation, planning and detailed cost-analysis. It’s critical for the Naval Aviation Enterprise to advocate for a properly sized and shaped aviation force which is ready for tomorrow’s challenges.”

- Vice Adm. David Buss, Commander, Naval Air Forces (CNAF)/Commander, Naval Air Force, U.S. Pacific Fleet (CNAP)

2014 Year in Review

- As part of the enterprise battle rhythm, 21 type/model/series (TMS) teams, the Chief of Naval Air Training and the Carrier Readiness Team used enterprise metrics and analysis to **highlight 81 major readiness degraders**, provide actions they are taking and escalate remaining barriers to senior leadership for resolution. TMS teams also conducted 10 operating and support cost reduction deep dive analyses to identify and map out opportunities to reduce costs in the year of execution.
- As an example of addressing readiness degraders, the F/A-18A-D TMS team worked with NAE leadership to identify seven lines of effort or “levers” – inventory management, utilization, funding, corrosion/in-service repairs, engineering, production and material – required to **extend F/A-18A-D service life** in the future and reduce today’s flight line shortfalls caused by the number of out of reporting (OOR) aircraft.
- The **USS Gerald R. Ford (CVN 78) War Game III** provided key insights into Ford-class CVN planned manning and produced a structure for understanding the workload impact of new systems and new ways of increasing warfighting readiness. As a result of data gathered and insights gained during war game planning and execution as well as post-game analysis, the NAE has a clearer understanding of the manpower, personnel, training and education (MPT&E) challenges associated with the design of CVN 78; potential actions to mitigate some of these challenges; and new tools and techniques that will allow timely analysis of USS Gerald R. Ford’s new/unique systems as they continue through their design and development process.
- The **F-35B TMS Team**, initially established in June 2013, became fully integrated into the NAE in 2014 – beginning its participation in the NAE briefing cycle in June 2014. NAE leadership and staff also supported development of the Low Rate Initial Production 9 F-35C Performance Based Agreement, for the first time aligning it with the schedule in the Master Aviation Plan and new F-35C Fleet Response Plan readiness standards.
- The Future Readiness Cross-Functional Team (FR CFT) developed a straw-man process for **long-term, game-changing initiatives**. This new process will complement the FR CFT’s existing Program Objective Memorandum (POM) initiative process and will be piloted during the POM-18 cycle. The new process will address focus areas, or “big rocks,” that were identified by the NAE Executive Committee (EXCOMM) and/or the FR CFT and that are systemic/cross-platform in nature. Of note, these focus areas will likely not show return on investment within the Future Years Defense Program, but require solutions to be worked now to avoid mushrooming long-term cost and readiness impacts.
- The enterprise added to its portfolio an **Aviation Maintainer Experience (AMEX) metric** to quantify the level of Sailor experience within a command. In combination with manning, training and personnel qualification metrics, Naval Aviation leadership now has the ability to measure and influence the skill set of the maintenance workforce with the end result of increased squadron aircraft readiness.
- FR CFT continued its partnership with the NAE Chief Technology Officer (CTO) to further develop and refine the **Science and Technology (S&T) Objective (STO) roadmap process**. FR CFT also successfully automated the total ownership cost (TOC) savings questionnaire to further improve accuracy of data and alignment of S&T projects to the TOC STO while making the process more efficient.

Main Points

- July 2014 marked 10 years since the establishment of the NAE. In 2004, our NAE predecessors came together and established a partnership with a common goal: to “deliver the right force, with the right readiness, at the right cost, at the right time — today and in the future.”
- Naval Aviation leaders at every level continue to collaborate across commands and service branches to target cost drivers and readiness degraders. Today’s Naval Aviation leadership is committed to making the NAE a “readiness engine.”

Facts/Figures/Resources

- Naval Aviation leaders worked throughout 2014 to continue addressing OOR aircraft issues. With significant inputs and recommendations from the Current Readiness Cross-Functional Team, the Maintenance and Modernization Execution Board of Directors chartered five barrier removal teams to work on reducing the number of OOR status aircraft.
- FR CFT championed nine POM-17 initiatives at a total investment of \$114.7 million, with expected savings of \$501.6 million and expected readiness impacts measureable in Integrated Logistics Support Management System trends.