



THE NAVAL AVIATION ENTERPRISE AIR PLAN

...One Vision, One Team

2

November 2008

"The NAE is the biggest change since NATOPS. It is the most powerful tool." – MAG-14, EA-6B TMS Lead

The NAE Goes Green: The Navy and Marine Corps Partnership

- **Readiness benefits.** Marine Aviation's seamless integration into the NAE over the last year has already produced significant readiness improvements and the Corps' passionate focus on warfighting has reenergized the entire NAE. The Corps is demonstrating that they can better attain and maintain the combat readiness required for Expeditionary Maneuver Warfare, while preserving and conserving Marines and equipment.
- **Co-Leading in the NAE.** Paralleling the NAE Current Readiness (CR) Cross Functional Team – and co-leading that effort – the Marine Aviation Executive Review Board (MAERB) governs Marine Corps Aviation readiness and is the main point of USMC integration with the NAE. Supporting and advising the MAERB and each T/M/S is the Marine Readiness Leadership Team, which helps ensure that readiness support remains focused on Mission Essential Task-based output standards and production of Core Competent Units.
- **Better informed decisions.** The CR process yields clear and actionable data as well as tools and procedures that allow root causes of deficiencies to be identified. This information enables USMC leadership to assess and shape readiness drivers for resource decisions and to decisively act as needed to improve readiness.

On Deployment: Underway with the NAE

The complex challenges of deployed readiness can't be solved by a single command, process, Sailor or Marine. Enterprise teamwork across traditional command authorities has made real improvements in deployed readiness:

- **Better-trained warfighters.** Using AIRSpeed process improvements, USS STENNIS AIMD Sailors increased ready for issue inventory, reduced production backlog 44% from previous deployers, and reduced engine repair time from 9 days to 4 ½ . STENNIS Sailors used the time they gained to study for advancement – achieving 45% selection within the AD rate. On deployment, this means better trained Sailors getting the jobs done right the first time, better readiness, and added personal time for our people.
- **Better, more reliable parts.** With Performance-Based Logistics contracts, profits are tied to reliability of parts. In FY08, 31% of all parts fell under these contracts. This means less wait, less cannibalization, more reliable parts, and more up aircraft. For deployers, this means fewer maintenance man-hours and more flying.
- **More ready when you go.** The NAE's Ready for Training metric captures today's aircraft and systems complexity, and aligns the maintenance and supply chain to training and operational readiness requirements. This allows NAE leaders to identify gaps affecting training and operational readiness. This works. For several years running, the NAE has reduced the number of units "well below" expected readiness by 3% per year, and added 10 additional aircraft or weapons systems per year back into the Fleet at no extra cost.

Key Messages

- The NAE is the single process owner for Naval Aviation warfighting readiness.
- The Marine Corps is a full and viable partner in the NAE, contributing to the health of the overall NAE, and seeing significant readiness improvements within the USMC.
- NAE initiatives mean more USN "Ready for Tasking" units and more USMC Core Competent Units.

Facts and Figures

- From 1997-2003, inflation adjusted CPH of the FHP increased an average of \$173 per year. From 2003-2007, that increase was reduced to \$22 per year.
- 113 SE items were offloaded from CVNs, leading to a Fleet-wide reduction of 21,000 maintenance man-hours.
- 10 of 11 USMC TMS platforms are using NAE metrics. All are seeing readiness improvements. By July 09, all USMC TMS platforms will be reporting under the NAE.