



THE NAVAL AVIATION ENTERPRISE AIR PLAN



...One Vision, One Team

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#52, September 2016

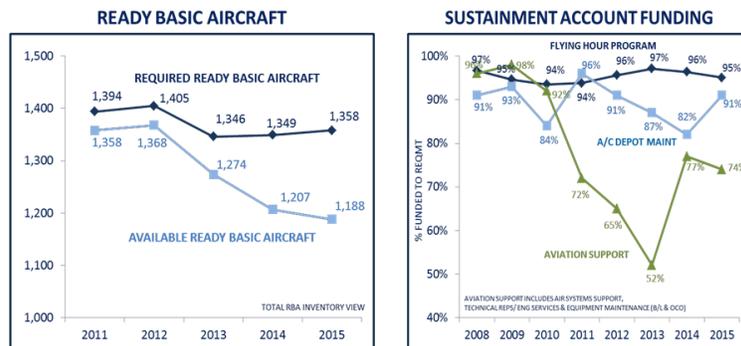
“Without sufficient and consistent resourcing of Naval Aviation enabler accounts, we will remain challenged to fully execute our annual flying hour program because we won’t be able to generate enough up airplanes to fly. While increases to the flying hour program may not directly increase aviation readiness, additional resources in our enabler accounts will.”

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

The Value of Naval Aviation “Enabler” Accounts

Sustainment accounts, also referred to as “enabler” accounts, refer to budget line items that are responsible for funding vital functions that enable safe and reliable flight operations and develop solutions for degraders that adversely impact the readiness and sustainment costs of each type/model/series (TMS). The enabler accounts specifically fund engineering and logistics activity, technical publication updates and modernization, depot repair of support equipment, expeditionary airfield logistics and technical support, aircraft landing and recovery equipment, air traffic control equipment, calibration equipment repair, Engineering Technical Services (NATEC), and weapons ancillary equipment (e.g., launchers, racks, etc.) repair.

Enabler accounts are critical to the ability of Naval Aviation forces to operate. Insufficient sustainment account funding results in aircraft without the maintenance and spares they need to be considered Ready Basic Aircraft (RBA). The situation is especially evident in legacy platforms like the F/A-18A-D and CH/MH-53E. The charts below depict available RBA over time measured against the underfunding to requirement within the Aircraft Depot Maintenance (1A5A) account and Aviation Support accounts, which include Air Systems Support (1A4N), Air Ops and Safety Support (1A4A), Technical Data and Engineering Services (1A3A) and Equipment Maintenance (1C7C):



(Click to view larger image.)

- The chart on the left shows required RBA and available RBA, with the difference between the two lines representing the RBA gap.
- The chart on the right displays historical trends in funding Aviation Support (1A4N, 1A4A, 1A3A and 1C7C) and 1A5A. Aviation Support funding is well below that of the Flying Hour Program. Funding declined significantly from Fiscal Year 2009 to Fiscal Year 2013, falling as low as just 52 percent of requirement. While 1A5A funding also saw decreases in the years surrounding sequestration, it has been restored to historical and executable levels.
- The ongoing imbalance between Flying Hour Program funding and Aviation Support enabler account funding has contributed to an increasing gap between required and available RBA on the flight line. Aviation Support funding levels did not keep pace with the demand that was generated by a relatively constant OPTEMPO. Only safety and mission critical work to address near term issues on aircraft was executed, with little to no funding available to address the top readiness degraders and other fleet reported deficiencies.

Naval Aviation stakeholders have a responsibility to understand the importance of the relationship between readiness and enabler accounts and its direct effect on the overall health of Naval Aviation. NAE leaders are promoting greater understanding of these issues at the highest levels to ensure that funding for Naval Aviation is sustained at a level necessary to meet current and future demands.

Main Points

- Sustainment account funding is critical to Naval Aviation’s ability to recover readiness. Underfunding these accounts has a negative effect on Naval Aviation’s ability to meet training and readiness goals.
- Good maintenance planning principles call for the support system to adapt to fleet experience. Funding of enabler accounts to the requirement allows NAE program teams to consistently monitor and address the support system performance based on actual fleet demand. (Click to view illustration of feedback loop.)

Facts/Figures/Resources

- View [this slide](#) to learn about Naval Aviation funding accounts and how they contribute to readiness, and look for a future Air Plan on the impact of the Spares/Repair Parts account (APN-6).
- Since 2010, Naval Aviation has gained an additional 181 aircraft and its budget has decreased by \$9 billion. While aircraft continue to require maintenance and parts, particularly as they age, Naval Aviation now has fewer dollars to spend per airframe.
- In the current fiscal environment, Naval Aviation must make the best possible use of its resources. A follow-on Air Plan will describe how NAVAIR 6.0 and other Enterprise stakeholders are striving to get as much readiness as possible out of each available dollar.