

# Current Readiness & Enterprise AIRSpeed Newsletter



Volume 8, Issue 5

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## A Current Readiness process within an FCF analysis

By the CH-53E TMS Team

**R**educing readiness gaps in legacy aircraft has always been a challenging task. The way resources were allocated in the past allowed type/model/series (TMS) communities to produce their required level of readiness, establish stable training environments and evaluate their successes solely within their stovepipes.

Today, emerging requirements and fiscal pressures require us to change our way of thinking and how we meet the demands of the warfighter. The introduction of the Current Readiness (CR) Team into the CH-53E community has been a catalyst in transforming how leadership values, manages and uses assets.

The CH-53E CR Team has been

working to improve the readiness of tactical air squadrons. One of the areas the CR Team focused on is the ready basic aircraft (RBA) gap.

While studying one of the gap drivers – mission capable non-ready basic aircraft (MC-NRBA), otherwise known as Functional Check Flight (FCF) – an opportunity arose that allowed the group to use the Current Readiness process. In order to increase RBA, the CH-53E CR Team examined the reasons aircraft were in an MC reporting status but were not RBA. It was determined that the three largest culprits were non-mission capable supply (NMCS) followed by MC-NRBA and then non-mission capable maintenance (NMCM). Initiatives were in

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### New NAE leadership

Vice Adm. Allen G. Myers relieved Vice Adm. Tom J. Kilcline, Jr., as Commander, Naval Air Forces in a ceremony

aboard the Nimitz-class aircraft carrier *USS Carl Vinson* (CVN 70) July 1. Myers will also serve as one of three co-leads of the Naval Aviation Enterprise.

His recent assignments include two tours in Washington, as director, Warfare Integration/Senior National Representative (OPNAV N8F), and director, Air Warfare Division (OPNAV N88). Kilcline retired from the Navy with almost 40 years of service. Read more at: [http://www.navy.mil/search/display.asp?story\\_id=54451](http://www.navy.mil/search/display.asp?story_id=54451)



Vice Adm.  
Allen G. Myers

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# MALSP II ESB-Bahrain established

By Lt Col. Vincent Clark and Maj. Bert Cruz, MALSP II Project Office

The director of Logistics for Marine Aviation (DCA/ASL-1) with support from Commander, Naval Air Systems Command (NAVAIR) and Commander, Naval Supply Systems Command, established its first overseas En-Route Support Base (ESB) in Manama, Bahrain, on April 12 in support of the Marine Aviation Logistics Support Program (MALSP) II “Proof of Concept.”

Staff Sgt. Brian Devlin from Marine Aviation Logistics Squadron (MALS) 29 and Cpl. Tyler Ademy from MALS -13 conduct daily operations at the ESB, while Capt. Joshua Beyer (MALSP II Project Office/NAVAIR 6.7.2.1), Capt. Patrick Seipel from MALS-29 and Master Sgt. Daryl Nicholson (MALSP II Project Office/NAVAIR 6.7.2.1) lead the ESB-Bahrain in the overall practical application of MALSP II principles in support of operations in the Horn of Africa.

MALSP II is a responsive demand-pull system equipped with series of buffers to cushion against spikes in demand and variability affecting the provisioning of aviation logistical support. It consists of a materiel and non-materiel family of systems – which includes people, parts, repair capability, information technology (IT) solutions, and transportation – that enables the aviation logistician to sustain and improve aircraft readiness with speed and agility in any environment or location. IT and material solutions are leveraged under MALSP II, in particular, to make it significantly more proactive than its predecessor, MALSP.

The ESB is the second of four nodes in a tiered logistics system that



Cpl. Tyler Ademy from MALS -13 offloads an internal airlift/helicopter slingable container unit at the ESB in Manama, Bahrain. Photo by the MALSP II Project Office.

will provide greater response (time) and agility (distributed operations) to Aviation Combat Element units deployed in austere expeditionary environments. Leveraging organic / commercial transportation and technology, the Navy/Marine Corps team continues to refine the framework of MALSP II to mature a proven logistics



Maj. Jeff Bolduc from Headquarters, Marine Corps (left), with DHL employees at the airport staging area. Photo by the MALSP II Project Office.

support capability engineered to increase Marine aviation’s readiness for current and future conflicts across the full range of military operations. Headquarters Marine Corps (HQMC DCA/ASL), with the MALSP II Project Office serving as the “acquisition execution arm” for HQMC, has an aggressive logistics and information technology strategy that will synchronize aviation logistics systems to increase performance, support and sustainment of warfighter capabilities.

Col. Steve Franklin (ASL-1) and Col. Blayne Spratlin (2D Marine Air Wing Aviation Logistics Department) have championed the stand-up of ESB-Bahrain as the Marine Aviation Logistics transformation effort institutes new support concepts and process changes to meet aviation plans and strategies in support of Marine Air Ground Task Force requirements. ■

# New Logistics Chain Management Initial Training Course released

By the Maintenance and Supply Chain Integration Performance Improvement Branch

The newly-released Logistics Chain Management (LCM) Initial Training E-Learning Course is designed to be a Sailor, Marine and civilian's first exposure to Naval Aviation Enterprise (NAE) continuous process improvement (CPI). First in a series of e-learning courses, it provides a solid foundation for continued CPI training and was designed to directly support the NAE goal of integrating the Theory of Constraints (TOC), Lean and Six Sigma CPI methodologies for improved enterprise performance.

## Structure

The LCM Initial Training e-Learning Course navigates like many other e-learning course and is divided into six units containing several learning modules. Each module requires no more than 15 to 20 minutes to complete. Additionally, the learning modules are in a Sharable Content Object (SCO) format and can be reused or repurposed by organizational training leaders as "just-in-time" training.

"The initial concept of LCM Initial Training e-Learning Course was to develop a foundational course that would provide the fundamentals to learners who are new to continuous process improvement methodologies in a short amount of time", said Jeffery Peed, LCM course design project lead. The course makes good on that promise by delivering a comprehensive overview of the CPI methodolo-

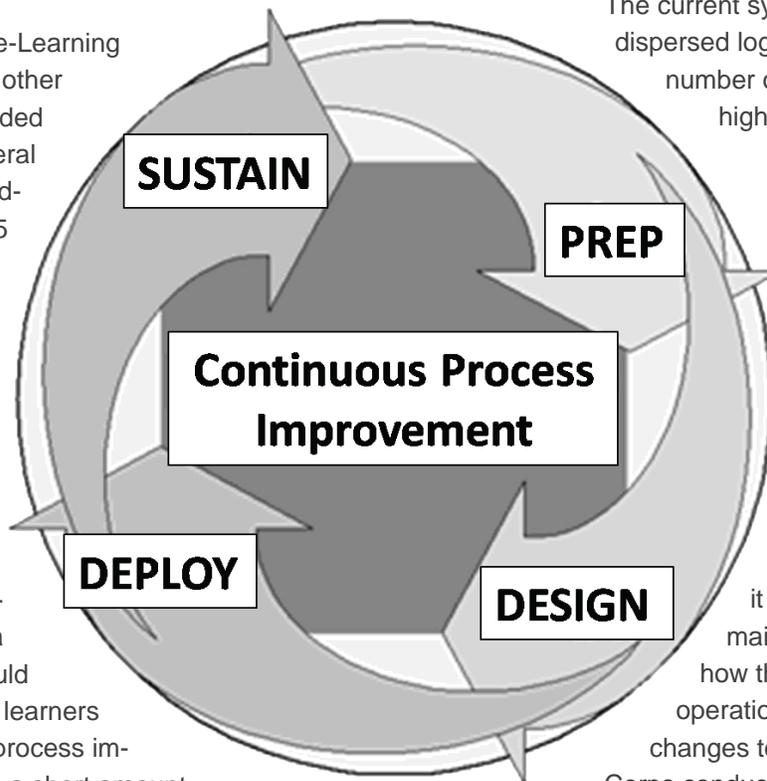
gies with an easy to access e-Learning course that requires only 3.5 to 4.5 hours to complete.

## Overview

The LCM Initial Training Course was designed with the understanding that the Navy and Marine Corps' ability to meet their operational objectives around the globe continues to be tested. It's no secret that in the current fiscally-constrained environment the level of tasking is increasing – making it critical to leverage the most out of the existing system.

The current system is a complex, globally-dispersed logistics chain with a low number of suppliers and a relatively high number of customers, each with their own unique requirements. In order to meet these requirements, the system has invested in high inventory levels, reacted with extreme measures to shifting priorities, and maintained a large infrastructure to support customer requirements. And as systems become more complicated, it is easy for operators and maintainers to lose focus on how they are used to support their operational objectives. In addition, changes to how the Navy and Marine Corps conduct and support operations are on the horizon. The ability to succeed under these conditions will require a revolutionary approach to

(LCM continued on Page 7)



The course is available on Navy Knowledge Online:

<https://www.nko.navy.mil/portal/home/>

Catalog number: NAVAIR-LCM-0001.2

Go to:

<http://www.public.navy.mil/airfor/nae/AIRSpeed%20Documents/LCM%20Course.aspx>

for instructions on how to access the course.

# Carl Vinson shares RCOH experiences, shares project replications with NAE leadership

By Jacquelyn Millham, Current Readiness/Enterprise AIRSpeed Public Affairs

**R**efueling complex overhaul (RCOH), homeport changes, the ship's workforce and continuous process improvements (CPI) were major topics of discussion during the "Boots-on-the-Deck" site visit aboard USS Carl Vinson (CVN 70) April 27.

Capt. Bruce Lindsey, Carl Vinson commanding officer, said the ship's overhaul and requirements placed on her over the last nine months required leadership make hard decisions. "Operational availability is about performing the right processes combined with the right people with the right training. We don't have unlimited resources, so we have to be efficient in our effectiveness."

Although the ship exited RCOH four months behind schedule, its cost came in under budget. Carl Vinson leadership also prided itself in emerging from her four-month post shakedown availability/supplemental restricted availability (PSA/SRA) two days early. She is only the second ship in the Navy to do so and the first in more than 10 years. (PSA/SRA refers to post-delivery maintenance work conducted to resolve any items that come up during trials and delivery and make any last-minute changes and upgrades.) Vinson was also the first carrier to perform all phases in the shipyard, requiring her crew to train while still in port.

"This bodes well for [USS Theodore] Roosevelt (CVN 71)," said Lindsey about the aircraft carrier currently undergoing RCOH. "The carrier community will take the lessons learned from our RCOH and apply them to other ships that are going through the same process."

Carl Vinson leadership also shared lessons they learned during RCOH and as they were changing homeports from Norfolk, Va., to San Diego, Calif.

Ship's manning was a major challenge they faced during this time period. Seventy-three percent of Aircraft Intermediate Maintenance Department (AIMD) Sailors were on temporary duty to ships force integration teams, Transition Assistance Program leave, or were individual augmentees during RCOH. The department took unusual measures to correct a shortage of chief petty officers aboard ship, and 22 percent of Sailors who were assigned to the ship had only one to one-and-a-half years remaining in service or sea duty. Many Sailors received most of their aviation training on the job at fleet readiness centers or on other aircraft carriers. Sailors are also currently inputting thousands of data entries by hand into the Naval Aviation Logistics Command Management Information System.

"We were operating on a compressed schedule after we came out of the yards and many of our Sailors had



Senior Chief Aviation Machinist's Mate Anderson Wharton, branch chief of USS Carl Vinson's IM-2 Division, describes how the aircraft intermediate maintenance department was rearranged after the ship's refueling complex overhaul and the department's future initiatives to Vice Adm. Tom Kilcline, Jr., (right); Rear Adm. Timothy Matthews (left in black jacket); Capt. Robert Gilbeau (center in khaki), Naval Inventory Control Point, and Boots-on-the-Deck attendees. Photo by MC3 Joshua Boyer, USS Carl Vinson Public Affairs.

families to relocate," said Cmdr. Craig Owens, AIMD and CPI officer. "Sailors are allowed 10 days for house hunting and 13 days to relocate. The earliest we could start was October 1, which meant that a few Sailors were house hunting and traveling over the Christmas holidays."

In addition, Carl Vinson's support in Operation Unified Response "rewrote the script," said Cmdr. Ken Epps, supply officer. "We were providing relief during the time we had scheduled crew training."

Equipment storage was another issue. Vinson's gear was stored for four years in a warehouse that was not climate controlled. Sailors are still testing the equipment more than nine months after the ship left the yards.

Carl Vinson also touted its CPI successes. Although the ship has not undergone formal AIRSpeed implementation, the crew has replicated several improvements that originated on other aircraft carriers:

- Velocity Pool/ Reparable Assets Management Consolidation. Before the consolidation, two Sailors were assigned around the clock in both areas to manage the aviation depot level repairables. Now, items that have been identi-

*(Vinson continued on Page 8)*

# Seven years of CPI and counting

By Jacquelyn Millham, Current Readiness/Enterprise AIRSpeed Public Affairs

If you were to take a quick peek into Cmdr. Craig Owen's last three residences, you would discover that continuous process improvement (CPI) is no stranger in USS Carl Vinson (CVN 70) aircraft intermediate maintenance division (AIMD) officer's home. Cups, bowls and utensils are positioned in the kitchen cupboards for easier access. Each piece of equipment in his garage has its place. He has even analyzed the advantages and disadvantages of getting his hair cut by a professional.

"AIRSpeed has given me a new mind set by making me think and plan everything in a more logical manner," said the green belt.

If Owen's application of 5S in his personal life is evidence of his enthusiasm for CPI, then his work on Carl Vinson's AIMD after her mid-life refueling complex overhaul (RCOH) is irrefutable proof of his commitment to it.

After nearly 25 years of service, Carl Vinson began her maintenance period in 2007 to refuel her nuclear reactors, upgrade and modernize

her combat and communication systems, and overhaul her hull, mechanical and electrical systems. With that came a packaging and storing of the ship's equipment and the total gutting of 198 out of 213 department spaces.

Almost four years later, Owen was responsible for getting all of the AIMD equipment – which filled 72 semi-trucks – back onto the ship and making it fully operational within six weeks.

"We weren't the only department that had to reload the ship. Seventeen other departments had to reload their equipment as well," said Owen. "Leadership knew we had to be efficient to get the stuff back in. We had a lot of work ahead of us."

Carl Vinson leadership planned the flow the reloading of equipment by planning and scheduling the number of trucks that needed to be on the pier, the number of Sailors that needed to participate, the number of forklift operators needed, and the number of days to sustain the operation. As the equipment was being repositioned, Lean 5S was applied to each work center.

Owen credits "khaki" involvement



Commander, Naval Air Forces and Naval Aviation Enterprise (NAE) Co-Lead Vice Adm. Tom Kilcline, Jr. (left), presents USS Carl Vinson Aircraft Intermediate Maintenance Department Officer Cmdr. Craig Owen the NAE Site Visit Enterprise Excellence Award during Boots-on-the-Deck April 27. Owen, a green belt who has served in the Navy for 28 years, was recognized for his continuous process improvement work after the ship's mid-life refueling complex overhaul period.

as crucial to the move's success and said senior leadership support will continue to play a central role in the future. "We have 5,000 Sailors on the ship, most of which have not had exposure to CPI. We were the first among aircraft carriers to implement a 30-day indoctrination program to teach CPI to incoming Sailors.

"Now that we are out of the yards, Carl Vinson will increase its focus on interdepartmental improvement events. Once we get them the tools, they can start leading improvements in their areas.

"Senior leadership is allowing us to lead the way," he said.

A recent sea qualification exercise provided Carl Vinson with an opportunity to improve her operational processes while underway. What to do with an aircraft carrier's trash has always been a difficult question for leadership. During the exercise, Carl

*(Owen continued on Page 6)*



In her efforts to become more "green," Carl Vinson (left) cross-decked her trash to a dry cargo/ammunition ship and to USNS Rainier (T-AOE-7) (right) while changing homeports. She continues to analyze the feasibility of off-loading its refuse onto resupply ships. (U.S. Navy photo by Mass Communication Specialist 2nd Class Daniel Barker/Navy NewsStand)

*(FCF continued from Page 1)*

place to reduce the number of NMCS and NMCM aircraft but not MC-NRBA aircraft.

The number of aircraft that were up for daily FCF quickly came to the forefront and generated team discussion. As a result, an action team was created to determine the root causes and to recommend improvement initiatives. A cross-functional process improvement team was established and consisted of black belt continuous process improvement (CPI) specialists from Aviation Logistics Division, Contract Engineering Technical (CETs) representatives; personnel from Commander Naval Air Forces class desks and program management activity (PMA); a Naval Air Systems Command (NAVAIR) master black belt; and maintenance officers from each of the Marine aviation logistics squadrons (MALS) along with members of their local AIRSpeed offices.

Data gathering proved to be one of the biggest challenges. The information needed to complete the analysis was not present in any one database: the current version of the automated maintenance system did not have a built-in feature to filter FCF data. To work around this barrier, CET representatives at each geographic location were asked to visit local squadrons and gather required FCF data. A total of 200 data points spanning six months and from six squadrons were collected and sent to the CPI members for analysis.

The team first put the data into a format that could be analyzed. Then they created “top down” lists. Root causes were prioritized to isolate the biggest drivers of FCF in regard to occurrences, flight hours required, and the length of time aircraft were in an MC-NRBA status. Ten items made the list – engines and main rotor blades were the top two items in each of the categories.

MALS maintenance officers from each organization then took the findings and were asked to complete a “deep dive” analysis into the top two components and provide the rest of the team with the “reasons for remov-

al.” Once completed, results were given to the Process Improvement Team and then to the CH-53E Current Readiness Team. After analyzing and discussing the findings, the team decided to send the data gathered by the maintenance officers during the MC-NRBA analysis and the drill-down data of the top two drivers to NAVAIR engineers for further examination.

While fully quantifiable results are still pending, these Current Readiness process efforts should result in not only closing the RBA gap but reducing the time aircraft are in an FCF status, better management of the man-hours spent during FCF and reducing associated costs within this category.

The introduction of the CR Team into the CH-53E community has had its challenges but is helping to break down barriers and improve synchronization between those who have a direct and indirect effect on the readiness of aircraft and squadrons. While the CR Team has wrestled with the traditional stovepipes, widespread participation and involvement at all levels is underway. These interactions will not only help to address current readiness issues with regard to the aircraft but will help to keep all participants and stakeholders involved in closing the RBA gaps identified by the TMS team. ■

*(Owen continued from Page 5)*

Vinson Sailors separated recyclable materials from their refuse before disposing of it. Then the materials were offloaded onto destroyers as the aircraft carrier was receiving supplies from them. Both the recyclable items and trash were then off-loaded when the destroyers reached base. “This is a first effort in the ship going ‘green,’” he said.

Owen admits that he wasn’t always onboard with CPI. “I first encountered AIRSpeed while I was the maintenance material control officer at [then] AIMD Norfolk in 2003.

I was very resistant to the initiative – until I saw what it could do.

“Then was telling others to have patience, work with the process and that at the end, they too would be believers,” he said.

Owen was also involved in prototyping CPI on ships during his next assignment aboard USS *George Washington* (CVN 73). Reducing the “mountain” in Hangar Bay 3 – usually the staging area for large and heavy miscellaneous items aboard aircraft carriers – was one event that Owen said gave him the most job satisfaction.

“Around 2006, we replicated Ike’s [*USS Dwight D. Eisenhower* (CVN 69)] improvements to reduce the mountain. When we finished, everyone was happy to see the equipment organized and not just heaped up like junk in a pile,” said Owen.

Owen looks forward to the day when CPI is adopted within every command in the Navy. “We all have similar problems. There are a lot of global issues that need to be resolved,” he said.

He sees progress among young Sailors. CPI, said Owen, is becoming an integral part of how young naval aviation Sailors operate on a day-to-day basis. “The kids coming into aviation departments on ship have all been exposed to the 5S thought processes. As the Carrier Air Group comes on board, we will apply 5S in their areas as well,” he said.

In his seven years experience in applying CPI, Owen said he learned that CPI practitioners must understand where quality takes priority and that quality should not be sacrificed for savings. That is a lesson that he intends to carry with him to his next assignment as the regional aviation maintenance officer at Fleet Readiness Center Mid-Atlantic Site Oceana.

“They have a great AIRSpeed program and I plan to continue their great reputation,” he said. ■

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meet the needs of the warfighter. To that end, the LCM Initial Training Course focuses on how to synergistically apply the three major continuous improvement disciplines of Lean, Six Sigma, and TOC with the introduction of the Preparation, Design, Deploy, and Sustain (PDDS) Model.

### What you will learn

The PDDS model integrates TOC, Lean and Six Sigma within Current Readiness CPI to achieve optimum results. Rather than applying the CPI methods in isolation or applying a one-size-fits-all implementation strategy, the PDDS model provides a highly adaptable approach for different organizations to apply the correct tools for each of their functional areas.

For example, the course overviews how the preparatory phase of the PDDS Model include activities such as mapping the current state where problems exist. The design phase analyzes the current processes to improve flow and how to optimize resources using various process maps. The course continues by providing further insight into the deploy phase in “How to Cause the Change?” by outlining training solutions, providing suggestions on implementing action plans, and giving guidance on how to develop a control plan.

Finally, the sustain phase provides strategies on how to “freeze” the changes made to the process and how to stabilize new ones. These include training implementation, conducting follow-up inquiries to ensure adherence to the new design, and implementing and monitoring the control plan. The LCM Initial Training Course makes it easy to see how each of the methodologies is applied within the four phases of the PDDS model. Despite each methodology’s strengths and weaknesses, they can produce marked improvements when used individually. But when applied through a blended approach, they are more dynamic and provide practitioners with synergetic solutions.

The PDDS Model is the vehicle that operationalizes NAE CPI. LCM Initial Training Course logically structures the practical application of the Lean, Six Sigma, and TOC methodologies to enable organizations to reach new levels of improved system performance while mitigating frustration and waste. Practitioners will learn how to substantially improve an organization, any organization, by moving a group of people towards a common goal.

You need to take this course if...

- You are looking for a continuous process improvement methodology which convinces the individual to do what

is good for the system as a whole...

- You want to increase the throughput of your system with a structured approach...
- You are looking for ways to continuously improve your site design ...
- You want to further enhance your skills and abilities as a LCM practitioner.

The LCM Initial Training e-Learning course recognizes that there are many differences in the processes that make up the logistics chain. But the core principles of CPI and how they apply to system improvement can be applied across all functions and is the key to breakthrough performance.

Practitioners are encouraged to continue their life-long learning of CPI and to stand by for the upcoming release of the next online resource – the LCM CPI Practitioner Instructor-led course.

For more information, contact the Maintenance and Supply Chain Integration Performance Improvement Branch at [AIRSpeed.OPS@navy.mil](mailto:AIRSpeed.OPS@navy.mil). ■

## Course contents

- **Unit 1:** Introduction to Naval Aviation Enterprise Continuous Process Improvement
- **Unit 2:** CPI Methodologies
- **Unit 3:** TOC Primary Collections of Work
- **Unit 4:** The NAE’s Integrated CPI Deployment Model
- **Unit 5:** Pulling it all together: A blended approach
- **Unit 6:** NAE’s CPI Tools



Capt. Mike Kelly, assistant chief of staff/Force Material officer, Commander, Naval Air Forces (left), discusses maintenance improvements with USS Carl Vinson Commanding Officer Capt. Bruce Lindsey (center) and Col. Steve Franklin, director, Aviation Logistics, Headquarters Marine Corps (right). Photo by MC3 Joshua Boyer, USS Carl Vinson Public Affairs.

*(Vinson continued from Page 4)*

- fied based on their average monthly demand are now located in one area, requiring fewer Sailors to man the area;
- Strategic Workplace Consolidation. Joint Aeronautical Screening Unit, the maintenance material control officer, the Aviation Material Support Division (S-6) division officer and Repairables Management Branch (RMB)/Component Control Section are now located in the same office area to facilitate better communication;
  - Medical Storeroom Re-assignment. This improvement eliminated the need for two storage areas;
  - Centralized Laundry Collection. *USS Nimitz* (CVN 68) originated this improvement which reduces touch points by establishing designated drop-off points for laundry instead of individual pick-ups;
  - Consolidated Retrograde Management. Work that used to be performed by two Sailors – such

as tagging equipment, inputting requests into Defense and Reutilization Marketing Services and sending it off ship – is now performed by just one person.

During operations in Haiti, Carl Vinson Sailors improved upon a water distribution system created by *USS Abraham Lincoln* CVN-72, making it more ergonomic by setting up additional stations and using longer hoses to fill water containers. The ship also conducted rapid improvement events that resulted in the ability of Sailors to use their common access card as electronic passes and improved the Medical Birth Month Recall process.

Carl Vinson is innovative as well. Its “green” initiative, which is exploring environmentally-friendly solutions across all departments, is original to the ship. “We want to build the business model for the fleet,” said Lindsey. “Our objective is to generate policy, practices, and partnerships to measure and improve overall environmen-

tal impact afloat and ashore, related to trash, recycling, and transportation.

“For example,” he said, “We consume a lot of soda on the ship. We can separate our cans and work in conjunction with MWR [Morale, Welfare and Recreation] to recycle them and to find a common value stream.”

Leadership is also looking at the feasibility of bussing Sailors to the ship, planning activities to develop better community relations and developing ways to better dispose of refuse.

Future plans for the ship include applying CPI in the Air Department, integrating Sailors with storekeeper, aviation storekeeper, postal clerk ratings into the logistics specialist community, and scheduling formal AIRSpeed training.

Carl Vinson and Naval Aviation Enterprise (NAE) leadership also discussed engaging the Bureau of Navy Personnel to discuss ships’ manpower during RCOH; treating a ship in RCOH as though she was on deployment; manning information strike force (ISF) billets; the need to have accurate ship drawings prior to starting RCOH; and the importance of collaboration with contractors during RCOH.

Commander, Naval Air Forces and NAE Co-Lead Vice Adm. Tom Kilcline, Jr.; Commander, Fleet Readiness Centers and NAE Maintenance and Supply Chain Management Co-Lead Rear Adm. Timothy Matthews; and representatives from Marine Forces Pacific; Airborne Command Control and Logistics Wing; Headquarters Marine Corps Aviation Logistics; Defense Logistics Agency North Island; Naval Inventory Control Point; Naval Air Systems Command; Fleet Readiness Center West; Center for Naval Aviation Technical Unit North Island; Theodore Roosevelt Strike Operations; Space and Naval Warfare Systems Command; Fleet Readiness Center Southwest; Chief for Defense Supply Center Richmond; and contractor support attended the event. They took back action items to their commands for further discussion and possible resolution. ■

## Links of interest

- 1. Fleet Readiness Center Southeast delivers first S-3 Viking to test squadron**  
Read about the airframe's Planned Maintenance Intervals (PMI) 1, 2, and 3 that will add five to six years of service life to the aircraft before another PMI is due.  
[http://www.navair.navy.mil/press\\_releases/index.cfm?fuseaction=press\\_release\\_view&press\\_release\\_id=4324&site\\_id=7](http://www.navair.navy.mil/press_releases/index.cfm?fuseaction=press_release_view&press_release_id=4324&site_id=7)
- 2. First student takes flight in T-6**  
The aircraft was introduced to training with a Navy student and a Marine instructor and was jointly developed by the Air Force and Navy.  
[http://www.navy.mil/search/display.asp?story\\_id=53478](http://www.navy.mil/search/display.asp?story_id=53478)
- 3. Navy leadership reaffirms commitment to Joint Strike Fighter program**  
The aircraft will complement the capabilities of the F/A-18 E/F Super Hornets.  
[http://www.navy.mil/search/display.asp?story\\_id=53580](http://www.navy.mil/search/display.asp?story_id=53580)
- 4. Navy needs F-35's capabilities, admiral says**  
Navy Rear Adm. Michael C. Manazir stated that the F-35C will realize the Navy's vision of tactical air coming off of carriers.  
[http://www.navy.mil/search/display.asp?story\\_id=53637](http://www.navy.mil/search/display.asp?story_id=53637)
- 5. USS George H.W. Bush (CVN 77) conducts first vertical replenishment**  
This was the first vertical replenishment attempted by the ship; It took 79 aerial lifts and was completed in roughly two and a half hours.  
[http://www.navy.mil/search/display.asp?story\\_id=53581](http://www.navy.mil/search/display.asp?story_id=53581)
- 6. USS George Washington (CVN 73) gets new aircraft squadron.**  
This Daily News Update takes a look at VFA 115's move from San Diego to Japan.  
<http://www.navy.mil/swf/mmu/mmplyr.asp?id=14604>
- 7. NAVSEA's Who's On Watch -- May 2010 edition**  
In this issue:  
Learn more about Naval Surface Warfare Center Indian Head Division's rapid improvement event on the Defense Travel System and how Naval Surface Warfare Center Port Hueneme Division improved Combat System Ship Qualifications Trials requirements definition process.  
<http://www.intelink.gov/go/rAh4QB>
- 8. COMNAVAIRLANT force master chief sees firsthand the quality of aviation training Sailors, Marines**  
During his visit, Force Master Chief Garry McClure visited eight aviation rating "A" schools to see the curriculum, learning environment, and how course material is delivered to Sailors after boot camp.  
[http://www.navy.mil/search/display.asp?story\\_id=53910](http://www.navy.mil/search/display.asp?story_id=53910)
- 9. NAVFAC completes NAS Patuxent River aircraft facility**  
The Aircraft Prototype Facility is the only facility of its kind in the U.S. that provides the total research, development, test and evaluation package for aircraft modification in the areas of survivability, sensors, electronic warfare, weapons and low observable systems and subsystems.  
[http://www.navy.mil/search/display.asp?story\\_id=53924](http://www.navy.mil/search/display.asp?story_id=53924)
- 10. SECNAV discusses future of alternative energy sources**  
SECNAV Ray Mabus shared his vision of a greener Navy and Marine Corps team.  
[http://www.navy.mil/search/display.asp?story\\_id=53960](http://www.navy.mil/search/display.asp?story_id=53960)

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**11. Naval Aviation Enterprise Air Plan - June 2010**

The tenth issue of the Naval Aviation Enterprise (NAE) Air Plan spotlights the Aviation Rapid Action Team (ARAT) and some of its successes in making more efficient readiness possible.

<http://www.intelink.gov/go/2CuGAq>

**12. Eliminating waste by getting rid of unneeded federal real estate**

Director of the Office of Management and Budget Peter R. Orszag's blog on President Barack Obama's June 10 memorandum directing agencies to accelerate efforts to remove excess and surplus property for a savings of \$8 billion by FY 2012.

<http://www.whitehouse.gov/omb/blog/10/06/10/Eliminating-Waste-by-Getting-Rid-of-Unneeded-Federal-Real-Estate/>

**Read the memorandum here:**

<http://www.whitehouse.gov/the-press-office/presidential-memorandum-disposing-unneeded-federal-real-estate>

**13. Streamlining government: Opportunities exist to strengthen OMB's approach to improving efficiency**

Read about the actions being taken to identify and pursue strategies and opportunities to improve efficiency at each of the government-wide, agency, and program levels.

<http://www.gao.gov/products/GAO-10-394>

**14. Secretary of defense provides guidance for improved operational efficiencies**

The secretary of defense has directed the military departments, principal staff assistants, combatant commanders and DoD agencies to take deliberate and aggressive measures to protect critical current and future capabilities, ultimately securing real growth in the resources allocated to our warfighters. This direction will be incorporated into service Program Objectives Memorandum 12 submissions by July 30, 2010.

<http://www.defense.gov/releases/release.aspx?releaseid=13582>

**15. Defense inventory: Defense Logistics Agency needs to expand on efforts to more effectively manage spare parts**

Read about the work being done to minimize investment in unneeded spare parts inventory.

<http://www.gao.gov/products/GAO-10-469>

## Submit your packet!

**The Maintenance and Supply Chain Integration Performance Improvement Branch is soliciting nominations for its fourth annual Enterprise AIRSpeed Site of the Year Award and the Master Gunnery Sergeant John S. Evancho Innovator of the Year Award.**

**Nominations are also being accepted for the second annual Enterprise AIRSpeed Leadership Award.**

**Criteria are available at the following link:**

**<http://www.public.navy.mil/airfor/nae/2010%20AIRSpeed%20Awards%20Criterion/Awards%20criterion.aspx>**

**For more information, contact the Maintenance and Supply Chain Integration Performance Improvement Branch at [AIRSpeed.OPS@navy.mil](mailto:AIRSpeed.OPS@navy.mil).**

**Deadline: Oct. 15.**

