



*Office of the Chief of
Naval Operations*

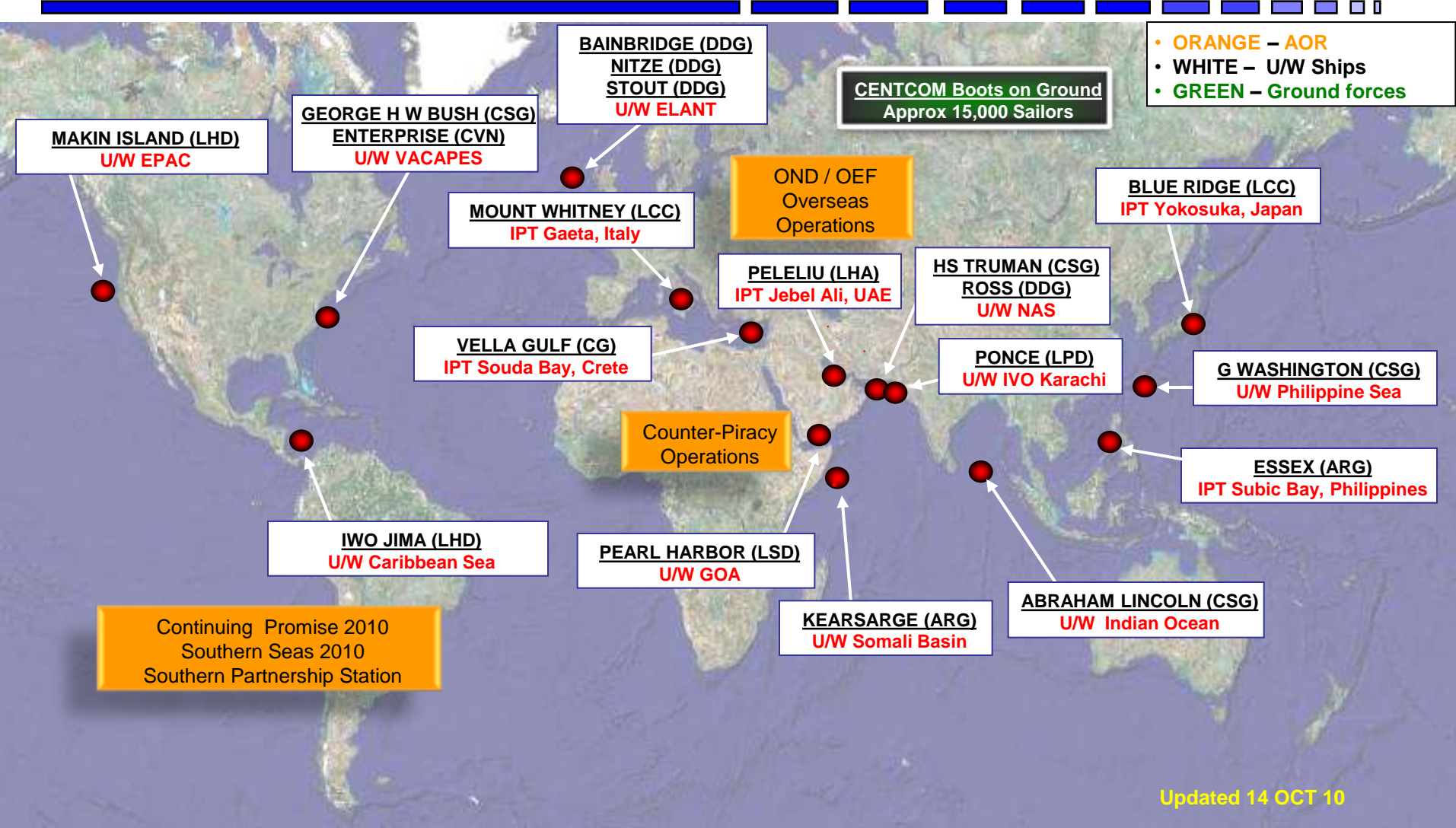


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United States Navy Today



288 BATTLE FORCE SHIPS	DEPLOYED:	112 (39%) 3 CVN, 4 LHA/LHD, 2 LCC
	NON-DEPLOYED UNDERWAY:	38 2 CVN, 1 LHA/LHD
	TOTAL	150 (52%) 5 CVN, 5 LHA/LHD, 2 LCC

Primary Challenges

- Capital intensive, long service life Force
- Life Cycle Costs are set early
 - Understanding & influencing the cost drivers is essential
 - Need to increase the focus on Total Ownership Cost (TOC) at every decision point
- The majority of the 2020 Battle Force exists today
 - Platforms must achieve their Expected Service Life
 - Older ships & aircraft / more frequent maintenance
- Life cycle costs of next generation systems must be more fully understood
 - Increased fidelity of sustainment strategies is essential
- Energy costs will only go up



Total Ownership Cost Philosophy

“Total ownership costs are part of my requirements and acquisition decisions – we will not buy a ship if it is unaffordable today and we will not buy it if it will be unaffordable over its lifetime.”

*Chief of Naval Operations,
Admiral Gary Roughead*



Maritime Readiness

- Integrated Class Maintenance Plans (ICMP) are the “maintenance manual” of the ship class
 - Engineered maintenance requirements such as equipment overhauls, shaft replacements, corrosion protection
 - Scheduled maintenance actions
 - System certification requirements (nuclear, subsafe, flight deck)
- Operating Intervals
 - CVN – Changed from 27 to 32 months
 - SSN – Changed from 48 to 72 months
- Ensure ships reach expected service lives



Integrated Class Maintenance Plans (ICMP) = “Automobile’s Maintenance Manual”

Expeditionary Warfare Readiness

- Integrated class maintenance plans (ICMP) for expeditionary equipment sets
 - Documented plans and procedures for equipment maintenance across Navy Expeditionary forces
 - Mirrors existing US Navy ship class maintenance plans
- Apply Lean & Six Sigma to unit and depot level maintenance processes



Aviation Readiness



- Fleet Readiness Centers
 - Integrates D and I level capabilities
 - High velocity repair loops
 - Reducing duplicate / repeated maintenance activity
 - Reduced cost, decreased turnaround time, increased knowledge!
- AIRSpeed
 - Using Continuous Process Improvement to drive results, ashore and afloat
 - Lean, Six Sigma, Theory of Constraints
- Aviation Rapid Action Team
 - Focused logistics and engineering
 - Prioritize and expedite organic repair capability

Summary



- The Navy remains a ready force that is meeting all commitments in support of the maritime strategy
- Fiscal pressures and the need to grow the future force pose significant challenges
- We must find additional ways to more efficiently buy, own and operate the force

