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Navy Reset



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Bottom Line Up Front

- **DoD is taking a broad, strategic approach to reset.**
- **Approach should consider the concurrent commitments of OEF/OIF and other COCOM demands in a post-9/11 world:**
 - Ground equipment in OEF/OIF
 - Impacts on our capital-intensive ships and aircraft which are consuming their expected service life at an accelerated rate
- **Short-term impacts - mission execution at the tactical unit level**
- **Long-term impacts – shortened service lives that will challenge both future force structure and ability to respond to future crisis**

**Capital-Intensive Platforms “Reset In Stride” –
Rotationally Deploying Before, During And After The Conflict**



A Typical Day in the Navy

Sept. 11, 2001

Today

FLEET RESPONSE PLAN (July 1, 2003)

- **Less than 25% of Navy at sea**
 - 2 of 12 CV / CVNs deployed
 - zero capable of surge
- **Minimal boots-on-the-ground**
 - Naval Support Activity, Bahrain
- **Expeditionary Forces**
 - EOD supporting maritime mission only
 - Naval Construction Force peacetime training / deployment
 - minimal maritime security, logistics and training

- **143 of 285 ships/subs U/W**
 - 5 CVNs / 3 Large Decks
 - 17 attack subs
- **3 CSGs deployed, plus:**
 - 3 surge capable in 30 days
 - 1 surge capable in 90 days
- **CENTCOM commitments**
- **Independent Deployers**
 - 50+ Exercises: Pacific / Africa Partnerships, RIMPAC, UNITAS, Foal Eagle, Talisman Sabre, Cobra Gold, Provide Promise / Comfort, etc.
- **Global Maritime Security**
- **Sea Control, Deterrence**
- **Theater Security Cooperation**
 - counter-IED
 - building partnerships
- **HA/DR (131 projects)**
 - Indonesia Tsunami Relief
 - Pakistan Earthquake
- **Expeditionary Guard, Training, Combat Readiness Commands**

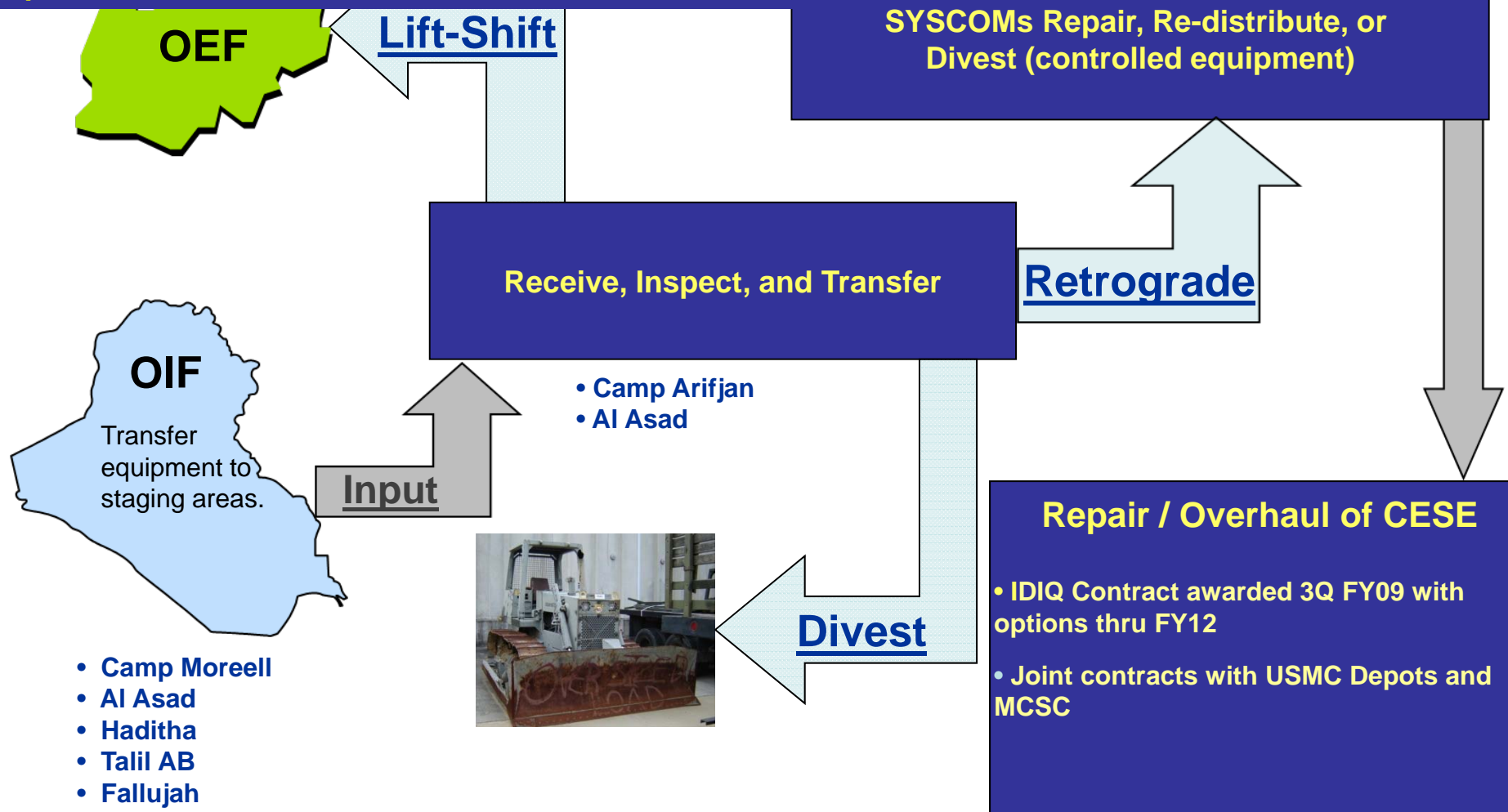
- CENTCOM Theater**
- **14+ ships in Theater**
- **24,000+ Navy personnel**
 - 10K afloat
 - 14K ashore, including IAs
- **Close Air Support & Recon**
- **46% of OIF/OEF TACAIR**
- **Airborne Electronic Attack**
 - 75% in OIF / 100% in OEF
- **Mobile Ashore Support Terminal (C4I, HA/DR)**
- **Provin. Reconstr. Teams**
- **SEABEE Regiment**
 - C² Joint Eng. Force (RC South)
 - 2 SEABEE Battalions
 - OEF construction of FOBs
- **22 EOD Detachments**
 - Route Clearance & Forensics
 - Iraqi Police training
- **Riverine (Haditha Dam)**
 - 6500 Km waterway security
- **Maritime Security Ops**
 - Anti-Piracy, VBSS, NEO, Oil Platforms, Umm Qasr
- **Customs, Civil Affairs**

FRP: major CENTCOM contribution, plus #911 Theater Reserve... all with minimal footprint and no permission slip needed



Ground Equipment Maintenance Construct

Retrograde: MRAPs, Boats, Controlled Equipment
Divest: Materiel more than 35% consumed
Repair: Materiel less than 35% consumed



Navy ground equipment has been in theater for 6+ years – requires reset.



Summary

- **DoD is taking a broad, strategic approach to reset**
- **The approach should include concurrent commitments of OEF/OIF and world-wide COCOM demands post 9/11**

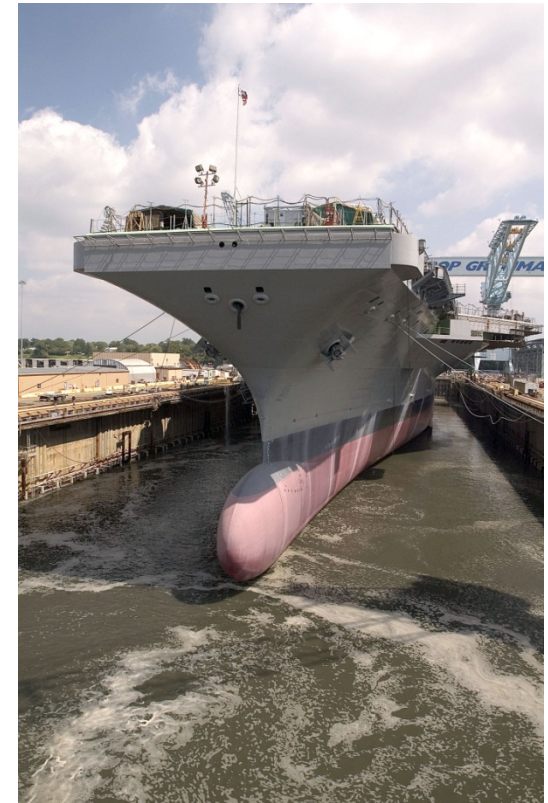


Questions / Discussion



Ship Maintenance Construct

- **Three levels**
 - **Organizational**
 - **Within capability of ship's force**
 - **Intermediate**
 - **Submarine tenders & Regional Maintenance Centers**
 - **Depot**
 - **Full facilities and capabilities**
- **Conducted by public and private sectors**
 - **Nuclear powered submarines**
 - **Predominantly public sector (naval shipyards)**
 - **Non-nuclear surface ships**
 - **Largely private sector**
 - **Nuclear powered aircraft carriers**
 - **Largely private sector for refueling and non-nuclear work**
 - **Refueling accomplished at NGSB-NN**
 - **Largely public sector for propulsion plant work**
- **Depot avails every 22-36 months**



A Robust Repair Industrial Base is Essential to Maintaining America's Preeminent Navy



Aviation Maintenance Construct

- **Supports**
 - ~ 3500 aircraft (USN/USMC) in over 40 Type/Model/Series (TMS)
 - ~ 9000 engines in over 40 TMS engines (70+ different engines & modules)
- **Airframe Depot Maintenance**
 - **Integrated Maintenance Concept (IMC) - Calendar-Based**
 - **Scheduled Depot Level Maintenance (SDLM) - Calendar-Based**
 - **In-Service Repair (ISR) – On-flight line, as required**
- **Repair of whole engines and modules that are beyond the capability of intermediate level maintenance activity**
 - **The engine integrated budget (FHP, Depot engines (1A5A), and ERF (PRL, CIP, PPC) takes the best reliability and most economical readiness approach. Balances reliability investment against repair costs**
- **IMC Examples**
 - **F/A-18E/F/G**
 - **PMI 1 – Inducted into Depot (FRC)**
 - **PMI 2 – 48 months, performed at Flight-line**
 - **EA-6B**
 - **PMI 1 – Inducted into Depot (FRC)**
 - **PMI 2 – 24 months, performed at Flight-line**
 - **PMI 3 – 24 months, performed at Flight-line**
 - **PMI 4 – 24 months, performed at Flight-line**
- **Backlog – One year recovery point**
 - **12 – 15% more production**
 - **100 Airframes and 340 engines**

