



THE NAVAL AVIATION ENTERPRISE AIR PLAN



...One Vision, One Team

8

January 2010

“The NAE had a very good year in 2009. We increased participation across Naval Aviation, refined the processes of providing readiness, and continued to improve our ability to make sound, risk-balanced decisions.”

- VADM Tom J. Kilcline, Jr., Commander, Naval Air Forces
- LtGen George J. Trautman III, Deputy Commandant for Aviation

Selected CY 2009 Accomplishments of the NAE. Better processes = More efficient delivery of readiness!

- **Smarter process management of fiscal reality.** In FY 09, Naval Aviation faced major Flying Hour Program shortfalls. Enterprise processes provided leadership with better understanding of impacts and mitigation, and helped minimize decreases in readiness, permit rapid recovery, and avoid significant bow waves into FY10.
- **Improved processes for building the Total Force (TF).** Squadrons and detachments were manned at entitled levels for rating, pay band and Navy Enlisted Classification Code Fit. Recognized as a “best practice” by OPNAV N1, the TF CFT created processes to improve training coordination and school seat utilization, and developed process maps to help Type/Model/Series (TMS) teams maximize school seats. Working with other Warfare Enterprises, the TF CFT assisted in reducing personnel imbalances between east and west coast units. The TF CFT also developed a process to calculate and display Selected Reserve Fit utilizing Defense Readiness Reporting System – Navy (DRRS-N).
- **Drove benchmark USMC progress/results.** By the end of 2009, every USMC TMS with one exception was reporting via the NAE processes. Dual-shift capable units (Maintainer Core Competency qualifications) increased from 6 to 24. **MALS-11, the 2009 Enterprise AIRSpeed Site of the Year,** reduced overall repaired parts replenishment times by more than 37%, resulting in an 83% reduction in the need for expedited repairs, a 50% reduction in aircraft readiness supply issues and a 10% decrease in cannibalizations – leading to 13 additional RFT sets. Additionally, VMGR-352 was the first squadron to implement AIRSpeed at the organizational level which resulted in a 66% RBA/RFT gap reduction.
- **Achieved CVN cost efficiencies.** A \$97M reduction in CVN life cycle maintenance costs was identified and approved for FY09. Availability of CVN mission critical systems was improved in five areas, and underway availability maximized.
- **Expanded AIRSpeed Implementation.** The NAE’s Fleet-oriented AIRSpeed program continued to expand afloat. AIRSpeed was implemented on USS PELELIU (LHA 5), is being introduced on USS KEARSARGE (LHD 3), and other L-class ships are scheduled to follow. Boots-on-the-Deck events were held on USS BATAAN (LHD 5) and USS PELELIU (LHA 5).
- **Added focus on future readiness.** The NAE Future Readiness CFT stood up in FY09 and quickly yielded results, identifying a \$101M investment focused on specific high-cost drivers and reliability initiatives, which could yield increased Fleet readiness and a projected cost avoidance of \$1.48B over the remaining service life of affected platforms.
- **Improved data collection.** During FY09, the number of squadrons and detachments reporting data in the NAE increased to more than 95%. Most Current Readiness data was realigned to match DRRS-N, allowing for better accuracy and enabling better management of weapons subsystems.
- **Codified NAE in practice.** In 2009, the NAE published its second strategic plan, the [NAE Strategic Plan 2010-2017](#), containing updated [vision](#) and [mission](#) statements, strategic objectives and initiatives; and published its first [Organizational Structure and Governance](#) (OSAG) document, articulating Enterprise roles and responsibilities. The Marine Corps published its first governance document, [MCO 3710.7](#), covering Current Readiness process improvement and also developed FY10 goals and action plans for each aircraft TMS.

Key Messages

- The NAE breaks down organizational barriers that challenge mission accomplishment.
- The NAE recognizes the need to balance investments between maintaining existing systems and developing future capabilities.
- The NAE is committed to developing and retaining the best Sailors, Marines and civilians.

Facts and Figures

- In FY09, USS GEORGE WASHINGTON (CVN 73) AIMD reduced its time to replenish parts by 47%.
- In FY09, Navy Fleet Readiness Centers returned 597 aircraft, 4,935 aircraft engines and 346,008 aviation components to the Fleet while reporting \$308M in cost avoidance.
- MAG-12 decreased its F/A-18A/D RFT gap by 30%.