



THE NAVAL AVIATION ENTERPRISE AIR PLAN



...One Vision, One Team

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"As leaders of the Naval Aviation Enterprise, Lieutenant General Davis and I are accountable for delivering warfighting readiness. Vice Admiral Grosklags is our primary supporting commander and partners with us in leading this Enterprise effort. Whether you are an NAE provider, resource sponsor or supported fleet organization, readiness and sustainment of our forces is at the core of your mission."

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

Naval Aviation is facing significant current readiness challenges. These challenges can be attributed to numerous factors over time: 14 years of flying combat operations, increased aircraft utilization rates, corrosion discoveries, flying airframes past their intended life and an uncertain fiscal environment that led to underfunding of recapitalization and readiness enabler accounts. These issues are complex and will take time to resolve, but they are not insurmountable. We will rely on our Naval Aviation culture of excellence to identify barriers to readiness and eliminate them.

"The Air Boss, Vice Admiral Grosklags and I are committed to this effort. We have a plan for readiness recovery and sustainment, and we are working together to achieve the readiness that our warfighters need and deserve."

- [Lt. Gen. Jon Davis](#), Deputy Commandant for Aviation (DCA), U.S. Marine Corps

The Naval Aviation Readiness Recovery Plan includes the following lines of effort:

- Improve supply support, agility and predictability. Eliminate work stoppage in depots due to parts and reduce flight line Non-Mission Capable for Supply (NMCS) rates to less than 10 percent.
- Ensure sufficient repair capacity to manage and reduce in-service repairs (ISRs), reduce current backlogs and close flight line readiness gaps.
- Achieve depot production levels that match fleet requirements for all type/model/series (TMS) aircraft.
- Fix maintainer standardization, education, training and experience gaps that affect our Non-Mission Capable for Maintenance (NMCM) rates for our aircraft.

"The NAVAIR team is 'all-in' on this effort to improve Naval Aviation's current and future readiness. As Naval Aviation's primary provider organization, NAVAIR brings to bear tremendous expertise and resources and is fully committed to the warfighters' needs." - [Vice Adm. Paul Grosklags](#), Commander, Naval Air Systems Command (NAVAIR)

The recovery plan hinges on a materiel readiness framework that will increase the number of squadrons able to meet ready basic aircraft (RBA) and ready for tasking (RFT) entitlements. There are multiple lines of effort with flag/general officer leadership for each. Increased depot capacity and supply support with a more rapid response to ISRs will reduce the number of out-of-reporting aircraft. In-reporting flight line aircraft will receive increased scrutiny for material condition, supply support and properly trained and experienced maintainers. We have gained tremendous insights from our Strike Fighter Inventory Management (SFIM) efforts. We will apply those valuable lessons learned across all TMS.

We did not get here overnight. Moving forward, CNAF, DCA and NAVAIR will maintain clear accountability for readiness, sustainment and supply support. We will preserve/repurpose existing aviation dollars for maximum readiness and sustainment impacts; and request additional funds where appropriate. Our service chiefs understand this and are supportive. Fixing today's readiness and keeping recapitalization on track will require hard choices and we must move forward with transparency, alignment, accountability and shared risk in the future. The NAE was created for this purpose, and we will continue to leverage the power of this partnership.

Main Points

- ***NAE leaders take ownership of Naval Aviation's current and future readiness.*** CNAF, DCA and NAVAIR are working together to execute a readiness recovery and sustainment effort.
- ***Naval Aviation must ensure transparency in funding execution.*** NAE stakeholders must align and track funding execution to make the best possible use of funding available across various accounts.

Facts/Figures/Resources

- RBA and RFT are key measures of flight line readiness.
 - For detailed definitions of RBA and RFT, refer to Chapter 3, Section 4 of the [Current Readiness Handbook](#)*
 - The standards for each TMS can be viewed at the [Current Readiness Standards SharePoint page](#)*

*Access to the NAE SharePoint site is required. Please contact nae@navy.mil for assistance with access.