

Fleet Readiness Centers

Status Update, October 2008



CAPT Tim Matthews
CO, Fleet Readiness Center Southeast



AMDO SYMPOSIUM | 01 OCT 2008 | SAN DIEGO, CA



Agenda

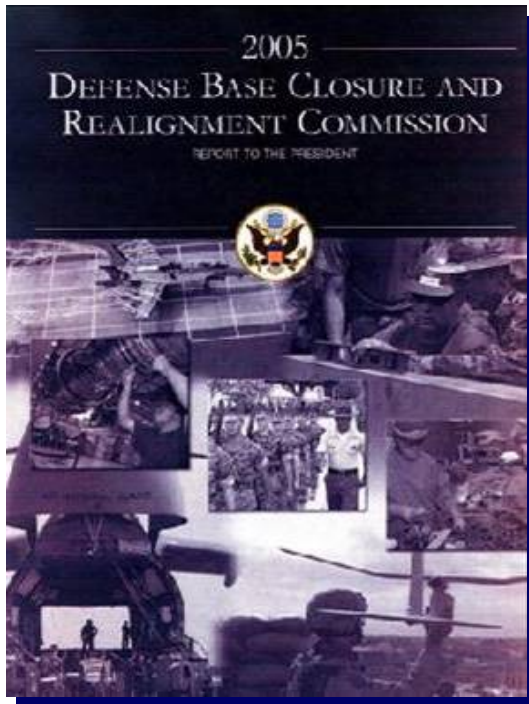
- **Quick History (how we got here)**
 - BRAC Law
 - The Merger
 - Expected Outcomes and Benefits
- **Current Status**
 - The Dreaded Org Chart
 - Cost Avoidance Numbers
 - Success Stories
- **Future Challenges**
 - Meeting the numbers—New Strategies
 - Fiscal construct



Quick History



BRAC Law Mandates FRCs



- Disestablishes I-Levels & Depots, Stands up Fleet Readiness Centers
- Moves Depot Capability Forward
- Mandates 6 Geographically Aligned Fleet Readiness Centers
- Mandates Savings



Integrated Intermediate & Depot Maintenance

I-LEVEL

- 6,000+ Sailors & Marines
- 20 IMAs
- 6,000 Engine / Module / Accessory Repairs
- 580,000 Component Repairs
- \$2.0 Billion Operation Mission Funded



D-LEVEL

- 10,000 Civilians
- 3 Depots
- 1,500 Engine / Module Repairs
- 70,000 Component Repairs
- 700 Aircraft Repairs
- \$2.0 Billion Operation NWCF Funded



FRC Locations

**FRC NORTHWEST
WHIDBEY ISLAND**
AIMD Whidbey Island

**FRC SEFAC
SOLOMON'S ISLAND**

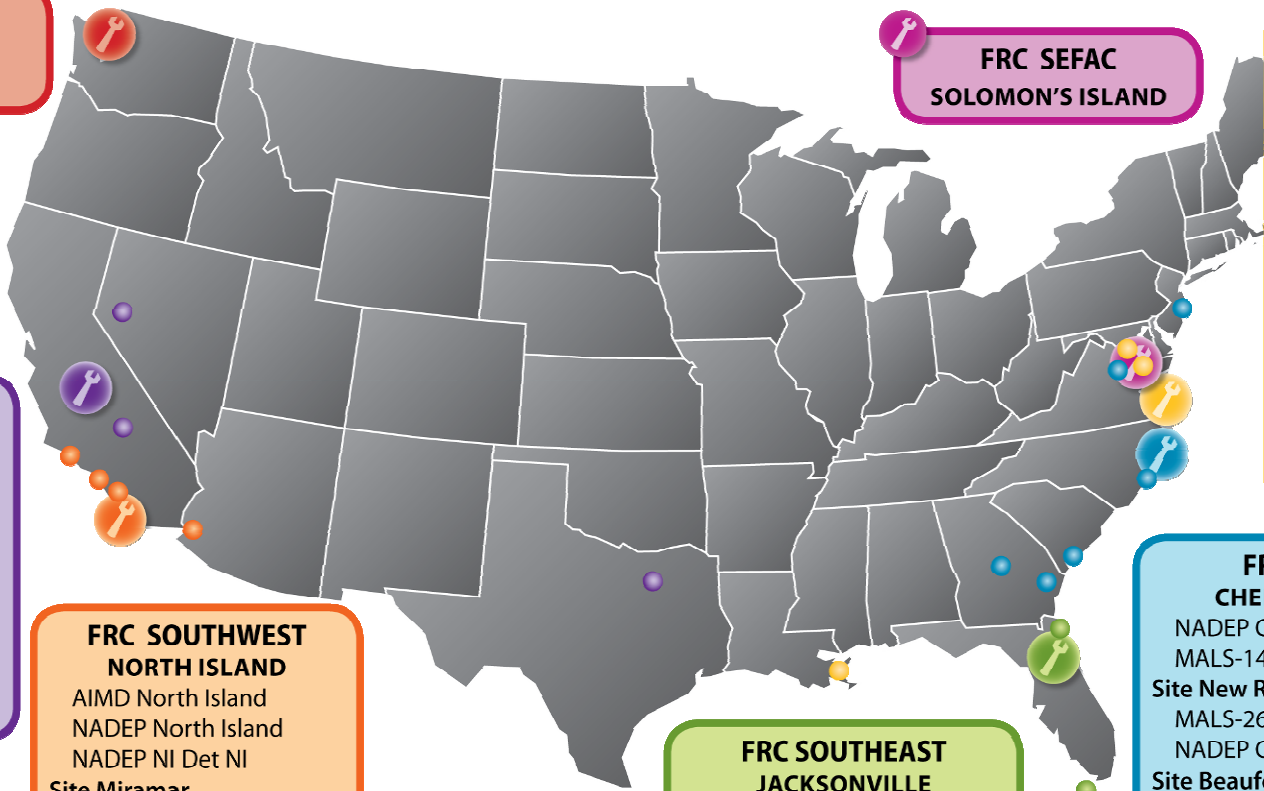
**FRC MID-ATLANTIC
OCEANA**
AIMD Oceana
NADEP CP Det Oceana
NADEP JAX Det Oceana
Site Norfolk
AIMD NAS Corpus Christi
NADEP JAX Det Norfolk
NAWCAD LKE Det Norfolk
Site Pax River
Site New Orleans
AIMD Atlanta
NAS JRB New Orleans
Site NAF Washington
AIMD NAF Washington

**FRC WEST
LEMOORE**
AIMD Lemoore
NADEP NI Det Lemoore
Site Fallon
NADEP NI Det Fallon
Site Fort Worth
AIMD Atlanta
NAS JRB Fort Worth
Site China Lake
AIMD China Lake

**FRC SOUTHWEST
NORTH ISLAND**
AIMD North Island
NADEP North Island
NADEP NI Det NI
Site Miramar
MALS-11 & 16
Site Point Mugu
AIMD Point Mugu
Site Pendleton
MALS-39
NADEP NI Det Pendleton
Site Yuma
MALS-13
NADEP NI Det Yuma

**FRC SOUTHEAST
JACKSONVILLE**
NADEP JAX
NADEP JAX Det Cecil Field
AIMD JAX
AIMD Brunswick
Site Mayport
AIMD Mayport
NADEP JAX Det Mayport
NAWCAD LKE Det Mayport
Site Key West
AIMD Key West

**FRC EAST
CHERRY POINT**
NADEP Cherry Point
MALS-14 Cherry Point
Site New River
MALS-26 & 29 New River
NADEP CP Det New River
Site Beaufort
MALS-31 Beaufort
NADEP JAX Det Beaufort
Site Quantico
HMX-1 Quantico
Site Robins AFB
MALS-42 AIMD Atlanta
Site McGuire AFB
AIMD Willow Grove
Site Stewart ANGB
MALS-49



**FRC West Pac
ATSUGI, JAPAN**

* Sites in red indicate closing activities
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FRCS - CREATING VALUE

- Expected Enterprise Benefits -

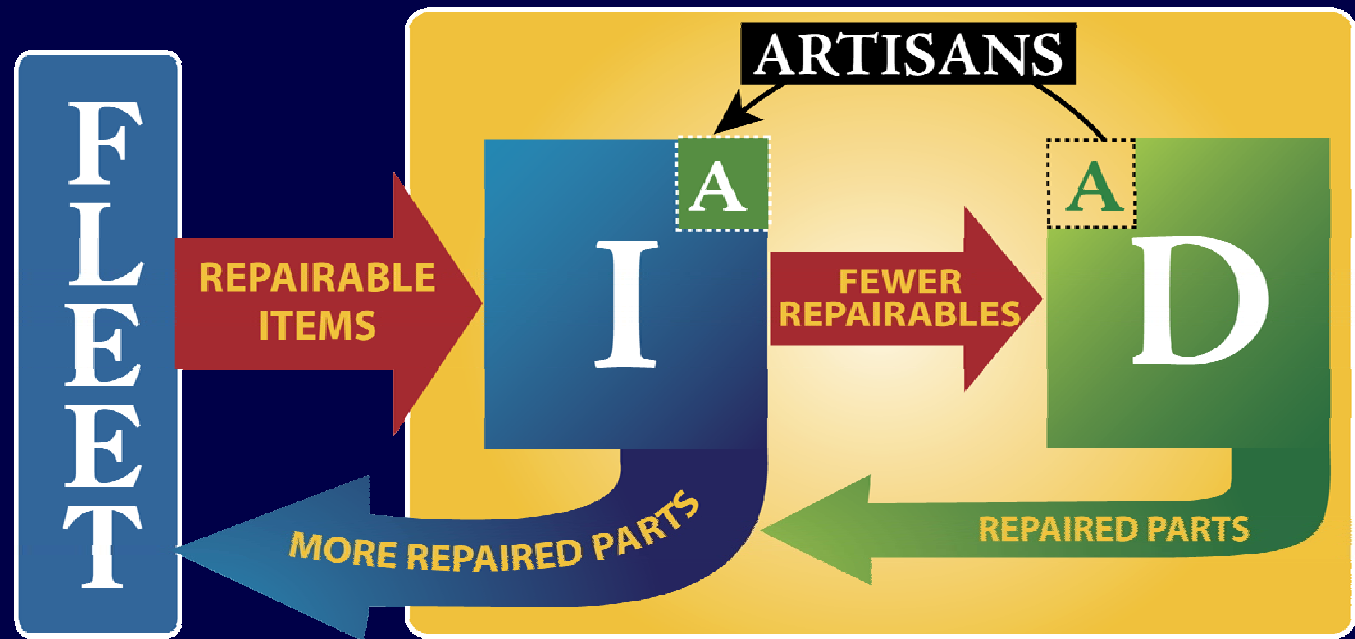
- **Movement of Depot Capability Forward Will:**
 - Lower Enterprise Cost Through:
 - Reduced Duplicate / Repeated Maintenance Activity
 - Reduced Manpower Requirements at Depot and IMA
 - Reduced Materiel Cost
- **Integrated Depot And IMA Command And Control Will Enable:**
 - Single Maintenance Entry Point for Depot and IMA
 - Improve Readiness Through:
 - Reduced Turn-around Times
 - Less Work In Process (WIP)
 - Improved Reliability / Increased Time On Wing
 - Site Consolidation
 - Enterprise Policy, Standards, and Metrics
 - Streamlined Feedback of Flight Line Materiel / Readiness Issues into Modified Maintenance Practices and Improved Materiel Design



High-Velocity Repair Loop

-Moving Depot Capability Closer to the Flightline-

Reduced Cost, Decreased Turnaround Time, Increased Knowledge





Current Status



FRC's: Current Org Status

- IOC OCT 2006
- FOC OCT 2008
- 15SEP08 CNO Letter officially established COMFRC
- Multi-UIC Structure
- 4 Budget Submitting Offices (BSO's)
- Next: FRC OPNAVNOTE's and MF&T



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, D.C. 20350-2000

Canc frp: Sep 09
IN REPLY REFER TO
OPNAVNOTE 5400
Ser DNS-33/8U107806
SEP 15 2008

OPNAV NOTICE 5400

From: Chief of Naval Operations

Subj: ESTABLISHMENT OF COMMANDER, FLEET READINESS CENTERS,
PATUXENT RIVER, MD

Ref: (a) OPNAVINST 5400.44
(b) Base Realignment and Closure (BRAC) 2005
(c) OPNAVNOTE 5400 OF 2 Jun 08

1. Purpose. To implement Secretary of the Navy approval to establish subject shore activity per reference (a).

2. Background. Reference (b) directed the establishment of six Fleet Readiness Centers (FRCs). This BRAC action re-aligns and merges depot and intermediate aircraft maintenance activities. It supports the Naval Aviation Enterprise (NAE) transformation goal to streamline the way maintenance is accomplished, and to position maintenance activities closer to Fleet Concentration Areas. Those proposed actions will support an effective and efficient aviation maintenance program that results in the right aviation readiness at the least cost. In order to comply with Title 10 authority for administrative control under the Chief of Naval Operations, a multi-UIC structure will be used to support this command in order to maintain the fiscal and manpower accountability under several Echelon II commands/Budget Submitting Offices.

3. Organizational Changes. Establish COMFRC at Patuxent River, MD effective 1 October, 2008. The NAE has directed this establishment to lead the FRCs in executing the aviation maintenance mission. The following applies:

a. Establishment

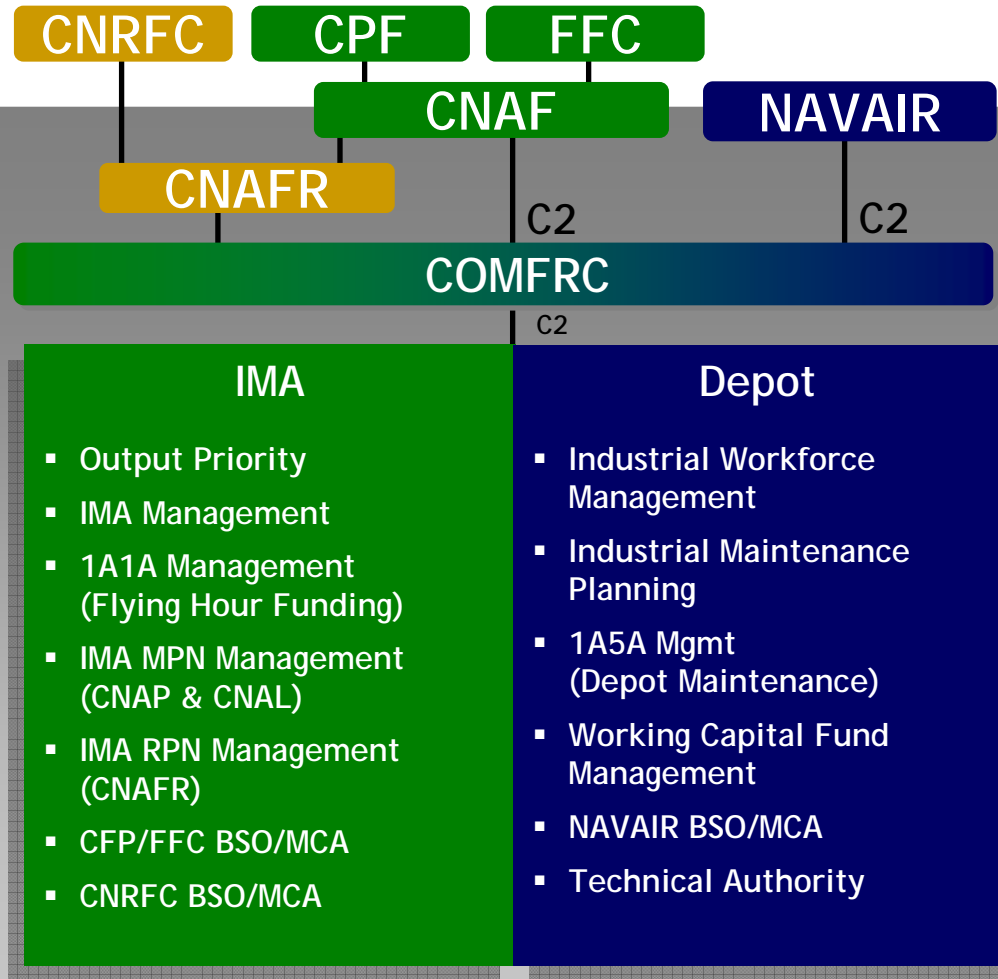
Commander
Fleet Readiness Centers
47083 McLeod RD
Patuxent River MD 20670-1626

(SNL: FKR2) (UIC: 68520)



Alignment Approach

Command and control alignment established from COMFRC to CNAF and NAVAIR



- Alignment of all IMA resources to CNAF
- Alignment of all Reserve resources to CNRFC

- Alignment of all Depot resources to NAVAIR
- Alignment of technical oversight to NAVAIR

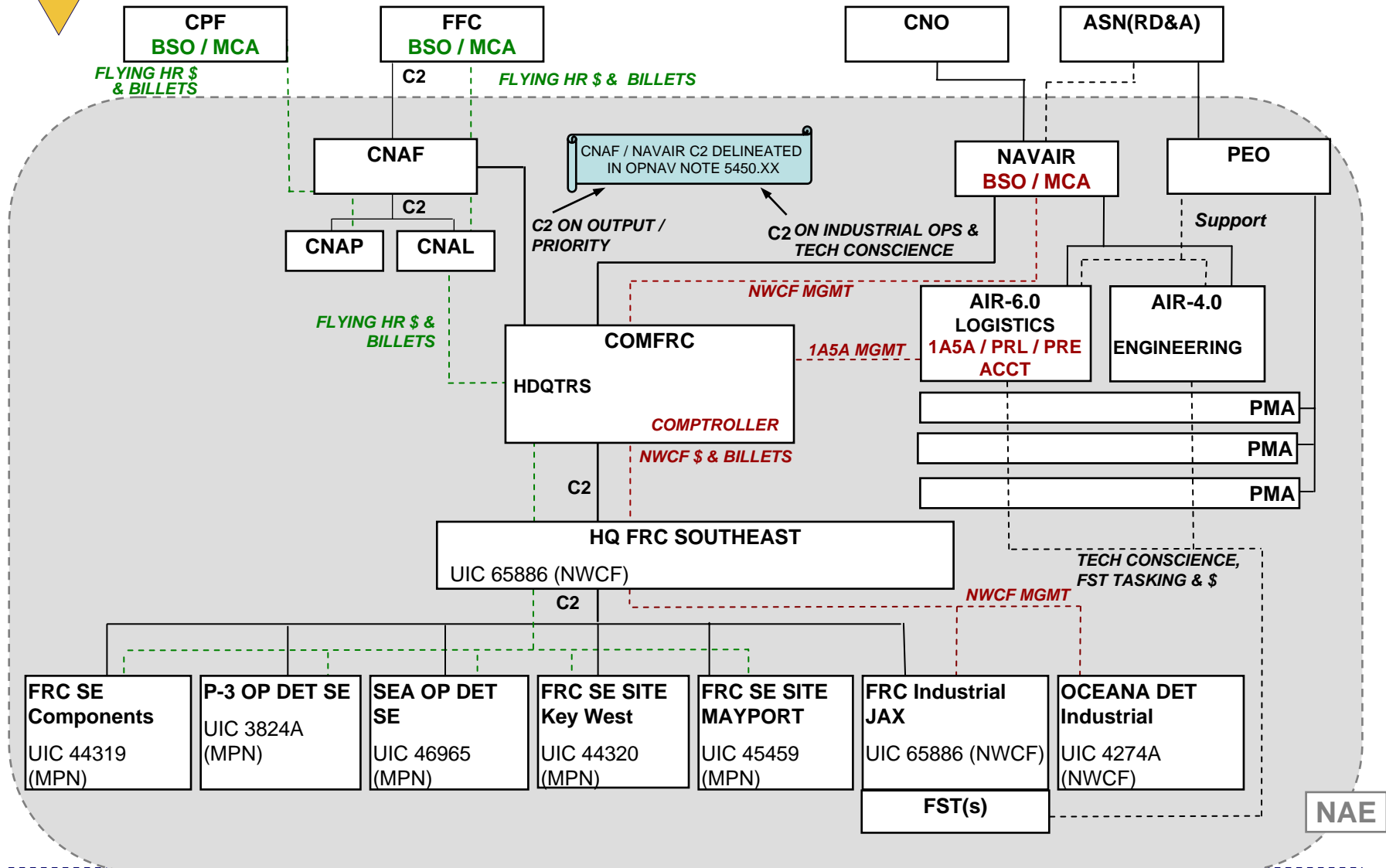
*IMA - Intermediate Maintenance Activity
 MPN - Military Personnel, Navy
 RPN - Reserve Personnel, Navy
 BSO - Budget Submitting Office
 MCA - Manning Control Authority*

PRESERVES FLEET/RESERVE FUNDING | UTILIZES CURRENT NWCF EXPERTISE AT NAVAIR | UNITY OF COMMAND WITHIN FRC



PROPOSED FRC Alignment

FRC SOUTHEAST EXAMPLE

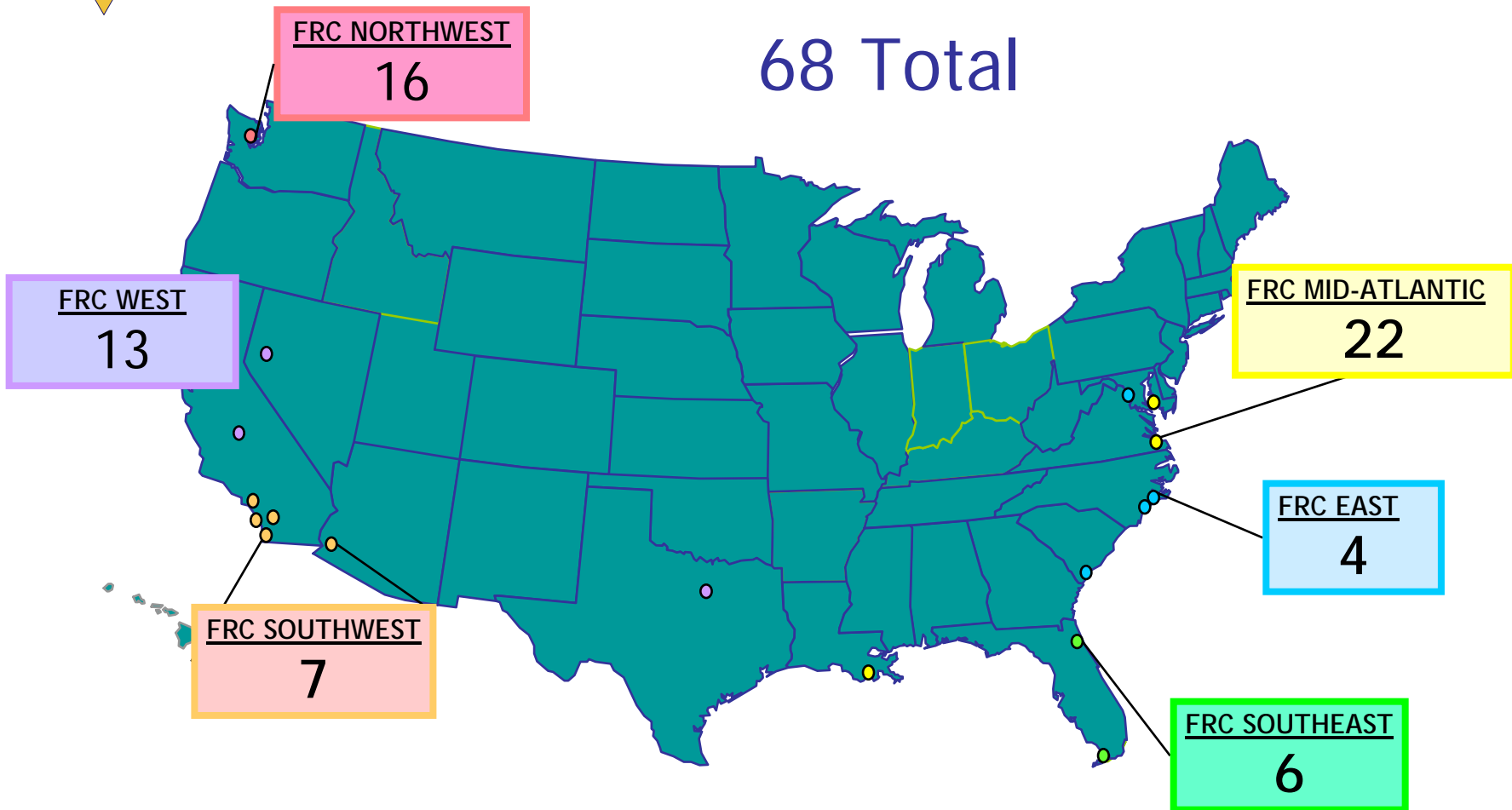




FRC Artisans Moved Forward

(as of 24 Sep 08)

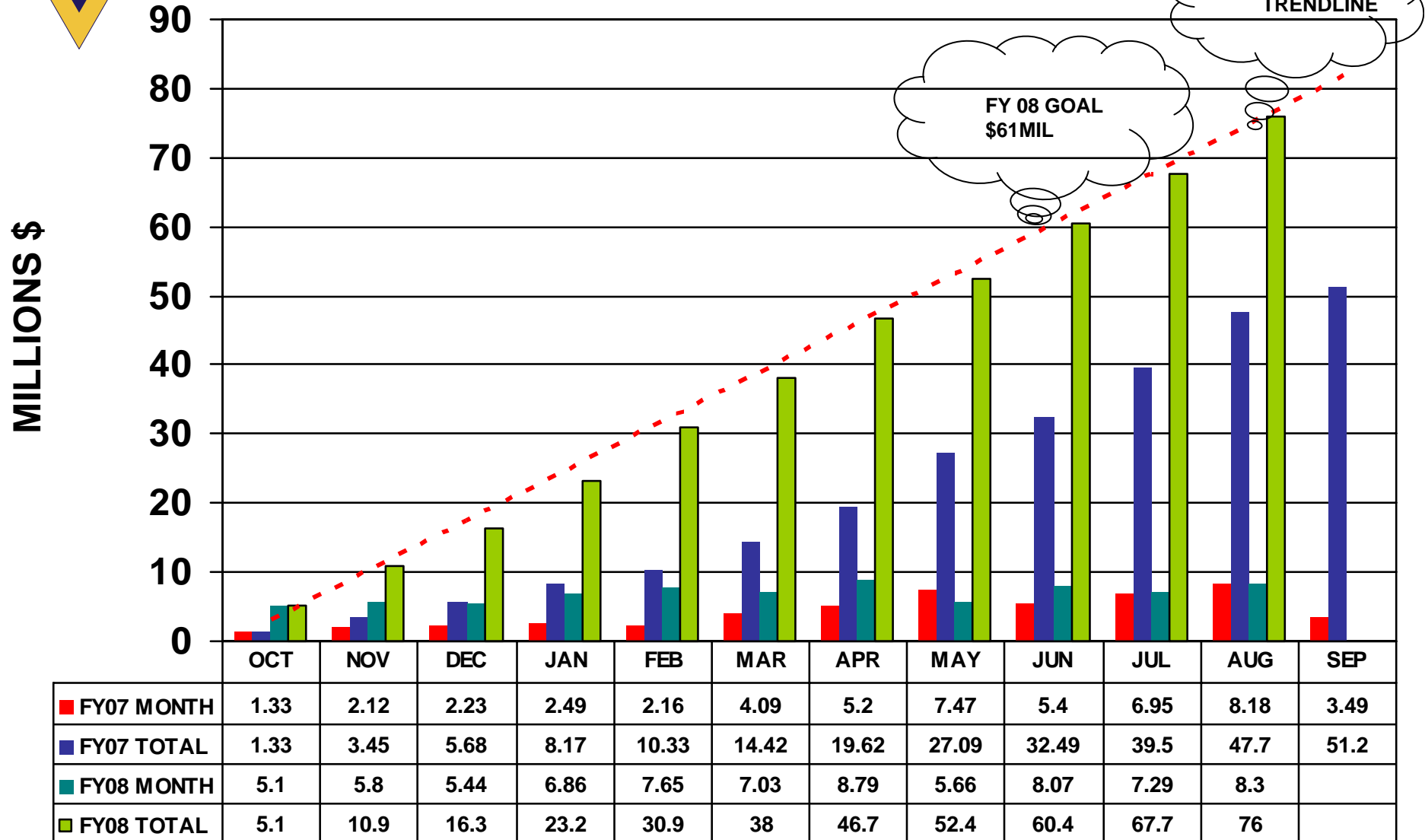
68 Total



6,702 Interdictions and \$120M Cost Avoidance To Date



COST AVOIDANCE FOR ALL FRC SITES





FRC Success Stories



FRCE: V-22 Center Body



- V-22 Center Body Assembly repair moved to MALS-26
 - Repaired 64 V-22 Center Body Assemblies at FRC East (FYTD)
 - AVDLR Cost Avoidance \$4.1M, Repair Cost \$350K, Return on investment 12:1
 - Equipment procured, delivered and set up 22 Aug 2008
 - V-22 Center Body Shop Established 25 Aug 2008



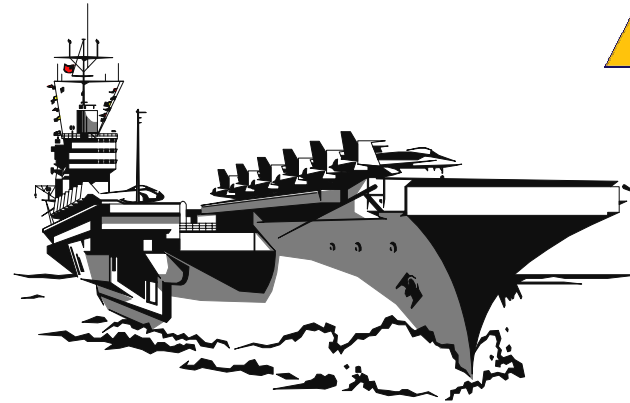
Repairs closer to Flight-line = faster repairs = increased readiness



FRCMA: ATFLIR



- 43 EOSUs Inducted FYTD
- 36 Completed (RFI/BCM)
- 35 RFI'd = 97%
- 1 BCM'd = 3%
- 7 in Backlog (IW/AWM/AWP)
- Avg Overall RTAT (RFI/BCM) = 28 days
- Fleet Ao = 87%



FRC Level 2 technical ability continues to mature on this challenging Weapon System. Partnership with FRCSE, NATEC and Raytheon artisan contributing to this success.



FRCSE: Mayport Structures



- 3 Depot Artisans in Structural Repair Shop
- Artisans repair H-60 floorboards, rotor blades, air inlet assy's
- BCM's have fallen by over 50%, over \$2M savings since inception
- Invaluable training for Level 2 sailors
- Tip to Tail PBL Contract





FRCNW

- ALQ-99 TJS: Depot Artisans from Crane integrated in 64B
- EA-6B Flight Surfaces: Depot Artisans integrated with sailors to repair structural components (Stabs, Panels, canopies, etc.).
- Repair and Return of F-18 ARI's with FRC West. 30 units repaired to date utilizing on-site depot artisan.
- \$33M Total BCMI Savings To Date!





FRCW: Radar COE



- 3 Depot Artisans in WC 63X (APG-65/-73)
- Artisans: Fault Isolation on 42 SRA's
- Provide training to sailors/marines
- Total Cost Avoidance to date: \$1.7M
- Increase in "First Pass Yield" from 10% to over 60%
- Reliability - Focus on "Bad Actors"
 - 8 "Bad Actors" Interdicted
 - 2 via repair and return from NORIS PMI line
 - No returns to the maintenance cycle as of Sep '08

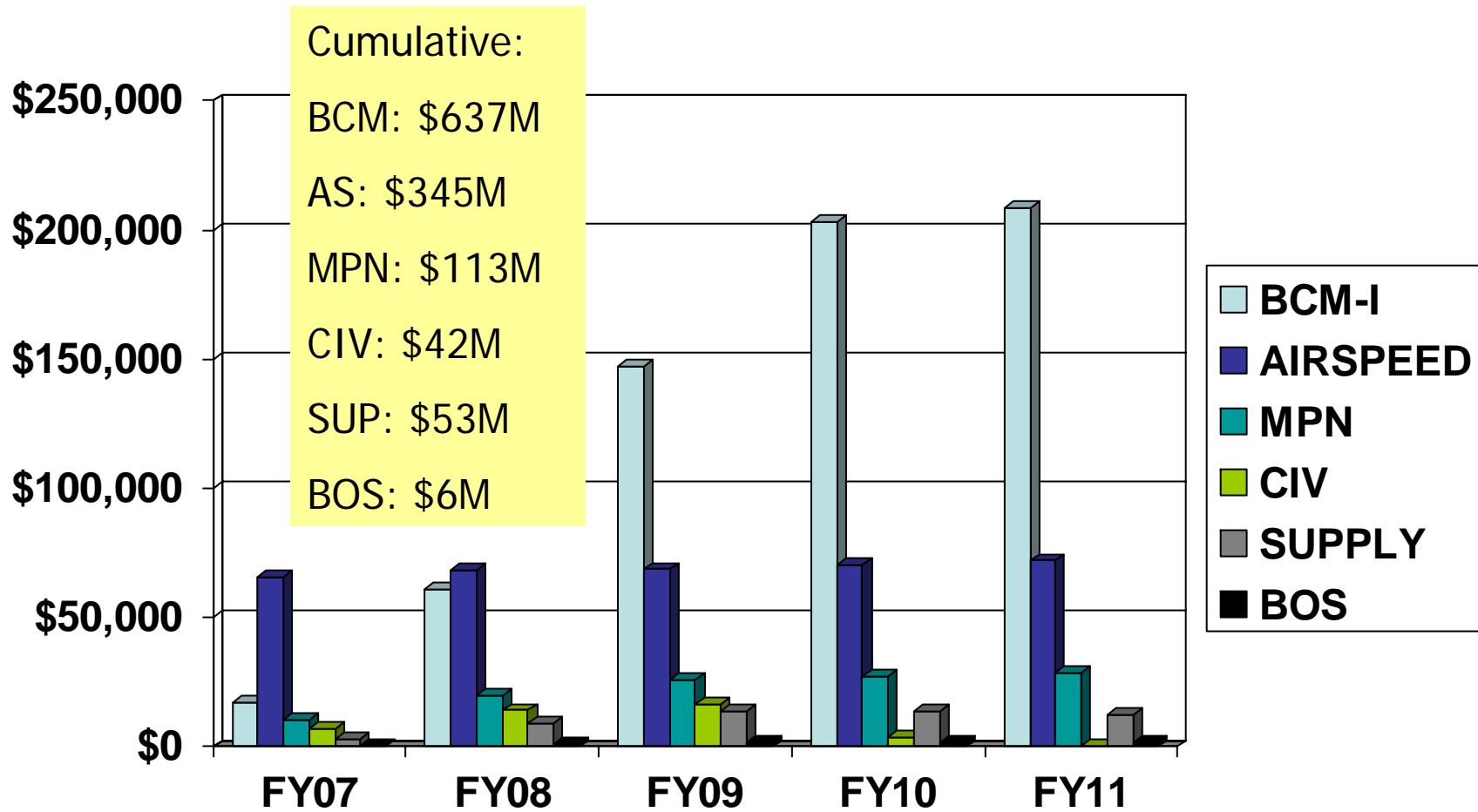




Future Challenges



BRAC Planned Savings (in thousands over FYDP)





FRC BCM-I Future Strategies

- **The Challenge: FY09 and beyond savings targets**
 - Maintenance Expansion
 - DMISA and Commercial Work
 - Maintenance Improvement
 - Rapid Action Teams
 - Centers of Excellence
 - Airspeed



FRC BCM-I Future Strategies (cont)

- **The Challenge: FY09 and beyond savings targets**
 - Maintenance Contraction
 - Consolidation
 - Super R & R
 - Direct to Repair
 - Repair of Repairables



Funding Streams

- “Hybrid” Funding Construct
- Constrains some potential integration actions
- Work arounds actively pursued
- Tim’s opinion: yes, it’s working, but we should push for a change in the future



In Summary

- FRC Concept is working: \$309M in Cost Avoidance to date
- Sailor and Artisan interaction is enhancing technical skills
- Big Challenges ahead with savings targets
- We're not done yet!

Many opportunities to enhance warfighter support yet to be explored!



BACKUPS



FRCSE Structure

				COMPETENCIES					
TEAMS	XXX	CPM	SBT	ISSC	Command Operations	Production	Production Support	Quality	
	Production	Components	Manufacturing Anderson						
			Structural & Mechanical 500/700/800						
				Avionics/600 TBD					
				Customer Service					
		Engines	H-60						
			F-18						
			EA-6B						
			P-3						
		Engines	Depot Engines						
			Intermediate 400						
		Production Support		Industrial Processes					
				Support Equipment 900					