The TYCOM Perspective

CAPT Mike Kelly
CNAF N42

29 Jun 2011
Sustainment: Where is the Fleet?

We are here
When the fleet needs...

- An aircraft or engine
- A one-time flight authorization
- A depot repair team
- A NATEC tech assist
- A technical directive waiver
- A component cannibalized from a PMI aircraft
- An aircraft modification to be installed
- A waiver for a scheduled inspection
- An interim flight clearance
- An Aviation Maintenance Inspection
- Help with C-school or NAVAIR fleet training issues
- A NAMP change or waiver
- A piece of Support Equipment
- To know the ALRC schedule
- Help with NALCOMIS
- Cost and RFT information
- Knowledge about Airspeed
- Engagement with a PMA
- Help with the PMI sked

...the N42 team makes it happen
N42: How we’re set up

N421: Aircraft Material & Engineering
- Class Desk: Direct, supervise and orchestrate the overall technical and logistics planning and inventory distribution for all aircraft, aircraft engines, avionics, and other mission systems. Primary coordination point for depot scheduling.

N422: Maintenance Policy

N423: Material Readiness
- Single point of entry for readiness/logistics support for Carrier Strike Groups, Expeditionary Strike Groups and deployed shore squadrons. AMRR/AMCR reporting, P&E requests, NATEC requests, Broad Arrows, IMRL requirements, TD waivers, TRIAD (CAGMO, AIMDO, SUPPO) training etc.

- Support Equipment: Maintain technical/engineering cognizance; manage configurations and integrated logistics support plans; control asset distribution; plan and schedule depot-level maintenance and modification efforts; recommend, effect, and initiate actions to provide aircraft Ready-For-Tasking at the right cost.

TYCOM Mission: Man, Train, Equip
<table>
<thead>
<tr>
<th>N42</th>
<th>CAPT Mike Kelly</th>
<th>Force Material Officer</th>
<th>619-545-1406</th>
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<tr>
<td>N42A</td>
<td>COL Robert Tibbs</td>
<td>Deputy Maint Officer/ USMC Liaison</td>
<td>619-545-1405</td>
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<td>N421</td>
<td>CAPT Van Gheem</td>
<td>Force Material &amp; Eng</td>
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<td>N4211</td>
<td>Mr. Joe Capstaff</td>
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<td>N422</td>
<td>CAPT(sel) Mike Huff</td>
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<td>N4220</td>
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<td>N423B</td>
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Processes We Perform or Support

- NAMP revisions, changes, and interim changes
- Configuration Management/Technical Directives
- Initial Operational Capability Supportability Reviews (IOCSR’s)
- FHP budget development via CAS sheets
- NAE Cost War Rooms/TRW’s/M&SCM/CR/Air Boards
- ALRC’s/RRC’s
- NAE Boots on the Ground
- Continuous Process Improvement for Naval Aviation (Airspeed)
- Depot scheduling and budget development
- Inventory Mgmt/Airworthiness/Flight Clearances
- NALCOMIS Implementations
- Contract Field Teams/A-76 studies
- Support Equipment Management
- Aviation Maintenance Inspections
N42 Current Hot Topics

- DPRI/CVW-5 move to Iwakuni
- Strike Fighter Shortfall
- JSF/ALIS
- Platform Transitions
- Logistics Element Wholeness
  - Pubs, Tooling, Training, Tech Data, SE, Material
- Flying Hour Program Costs
- Fall Protection
- Radiological Safety Program
- Contract Field Teams
- Operation TOMODACHI
- CPI/Best Practices
DPRI Overview

NAF Atsugi Reuse MP (Post-jet Move)
- JMSDF Joint Use
- JMSDF P-3 Squadron from Iwakuni
- USN HS Squadron

JMSDF P-3 Squadron

MCAS Iwakuni CVW-5 Consolidation MP
- Air wing jets, C-2 Det, E-2 Squadron
- USMC KC-130 Squadron from Futenma
- USMC MAG-12 (jets)
- Commercial air terminal

VMGR-152 (KC-130 Squadron)

CVW-5 Jets / C2 Det / E-2 Squadron

USMC Relocation MP
- 8,000 Marines, 9,000 Dependents
- III MEF, I MAW, III MARDIV, III MLG, Supporting Units, Helo Squadron
- Impacts at NAVBASE Guam and AAFB

MCAS Futenma Relocation MP
- Co-location at Camp Schwab
- USMC Helicopters, Sta. Aircraft
- USMC Infantry Units

Okinawa Consolidation MP
- Post USMC relocation to Guam
- Consolidates bases in North

III MEF / III MARDIV / I MAW / III MLG

Tokyo

NORTH PACIFIC OCEAN

Okinawa

Guam

Northern Mariana Islands
Facilities: To Be MCASI 2015

CAG / MAG HQ

Base Logistics Hangar (C-2 Hangar)

USN/USMC CC Hangar

2.0 CVW-5 FA-18 E/F Hangars

AIMD

OTC

FRCWP Hangar

1.75 CVW-5 EA-18G, E-2C Hangar
Our Readiness Drumbeat

• Daily review of AMRR
  • Section leads, Supply, Class Desks (A/C & Engs)
    ➢ Review of AMCR daily message traffic
    ➢ NIPR & SIPR Email/POTS communication with the TRIAD

• Daily Standup with RADM Branch
• N42 internal VTC Wed/Thurs/Fri
• Weekly Brief to RADM Branch
• Weekly CFFC readiness brief
• Bi-weekly SE phonecon with CFAF
• Quarterly TMS Cost Reviews (Cost War Rooms)
• Monthly ACOS Exec with VADM Myers
Critical Metrics We Trend & Analyze

- RBA/RFT
- Missed Sorties
- Broad Arrows/TBOS
  - AIMD Benches or Support Equipment impacting RFT systems
- Off Ships
  - Requisitions that have been referred off-ship by Supply
- CANN’s
- Tech assists/P&E requests
- I-level Backlog/Engine Pool Status
- Fly-on/Fly-off requirements and the result from each evolution
- Cost Per Hour/CPI/SPI
- Continuous Process Improvement

We also leverage CSFTL & CSFTP FlagMO’s as our extended eyes during exercises

We’re always watching...around the clock
### Measured against RBA stds vice MC/FMC

- Track and resolve engine deficiencies
- Track and resolve RFT issues
- AIMD Metrics
- Detailed Status
- Logistics Performance Leading Indicators

**N423 Daily “Look”**

**10 SEPT 2007**
Unit training metric transition: QPT to MPR

- Qualified & Proficient Technician (QPT) as a NAMP program:
  - Standardized maintenance In-Service Training via NAVEDTRA approved PQS
  - Applies in Pay-bands: Apprentice (QPA) E-4 & below, Journeyman (QPJ) E-5 & E-6
  - For Maintenance Dept. Ratings: AD, AM, AME, PR, AT, AE, AO, AZ, LS
  - Addresses: Safety, NAMP, SE licenses, platform fundamentals, systems and Rating proficiency work tasks
  - Status: O-level PQS and implementation complete, I-level PQS in development

- Maintenance Personnel Readiness (MPR)
  - Metric requires measurement of: QPA, QPJ, CDI, CDQAR, QAR, and SFF; using Dual Shift standard vs. Current on Board
  - Allows TMS options as applicable/desired: PC, LSE, High & Low Power Turn, ATABS, Gas Free, Paint, Ordnance Certification…etc
  - Elements closely match USMC “Maintainer Core Competency (MSS)”
  - MPR Working Group is developing Total Force Data Base V4.0 to support each TMS.
  - Status: Summer’10 implementation, Fall’10 testing and automation refinements
TF Db data pull shows MPR Categories being measured and Fit to Dual Shift minimum by TMS community. **Period of fine tuning expected**

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VP-Awaiting ASM update of latest QPT PQS and Wing Training instruction requirements.
# The Enumeration of Fleet Aviation

## Flying Hour Program

### FY09 USN
- **CPI:** 1.01
- **EI:** 0.95
- **SPI:** 0.99
- **Total $:** 2765M
- **Hrs:** 506,876
- **CPH:** $3495

### FY10 USN
- **CPI:** 1.09
- **EI:** 1.00
- **SPI:** 0.99
- **Total $:** 3047M
- **Hrs:** 530,077
- **CPH:** $3414

### FY09 USMC
- **CPI:** 0.82
- **EI:** 0.97
- **SPI:** 0.97
- **Total $:** 1907M
- **Hrs:** 274,082
- **CPH:** $5210

### FY10 USMC
- **CPI:** 0.88
- **EI:** 1.07
- **SPI:** 0.99
- **Total $:** 2028M
- **Hrs:** 289,943
- **CPH:** $5104

## Aircraft

### Operating
- **USN:** 1211
- **USMC:** 869
- **Total:** 2080

### Pipeline
- **USN:** 293
- **USMC:** 215
- **Total:** 508

## Material

### Repairables (FA)
- **NSN:** 13,000
- **Top 500: 67% of FA costs**
- **USN:** $1236M
- **USMC:** $995M

### Consumables (FM)
- **NSN:** 125,000
- **Top 10K: 95% of FM costs**
- **USN:** $566M
- **USMC:** $492M

### Fuel (FF)
- **USN:** $1083M
- **USMC:** $449M

## Maintenance

### I-Level FY10
- **IP:** 292,435
- **RFI:** 99,758
- **BCM:** 186,778
- **D-Action:** 5889

### Depot FY10
- **Airframes:** 516
- **Eng/Mods:** 1257
- **Components**
  - Lvl Sked: 45,962
  - PBL: 19,354

## Process/Methods

### FY10 CPI Events
- **USN:** 120
- **USMC:** 140
- **FRC:** 883

### FY10 BCM Interdictions
- **IP:** 5804
- **Saved:** $130M

### FY10 Cost War Rooms
- **USN:** 8
- **USMC:** 7
- **Joint:** 11
- **CV/N:** 3

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- FY09 cost data from Certified FHCR (CY10$ - incl. adjustments for VAD and Inflation)
- FY10 cost data from SEP10 FHCR (Certified FHCR to be released in late NOV10)
- Cost and inventory data is USN/USMC Active Fleet Only (ex. CNATRA)
NAE Integrated Cost Control Doctrine

- Identify TMS EI, SPI, and CPI Variance Drivers
- Identify and Manage Total Ownership Cost
- Identify and Manage Demand Behavior
- Validate & Explain Net Price Issues
- Identify High / Low Component Usage
- Maintenance Planning, Engineering and Logistics

Each team has its own core function

All teams use AFAST data base for analysis: Data from NALCOMIS
CNAF – For Official Use Only

NAE Cost Reporting Drumbeat

TYCOM Readiness Workshop (O-6 Level)
Type Wing TMS Lead
APML

Current Readiness CFT (2 Star Level)
CNAF N422
Commodore
PMA

Air Board (3 Star Level)
Commodore
PMA

TRW held prior to CR CFT, which in turn leads to the Air Board
You can change current reality

- Hornet Radar Action Team Performed “deep dive” in 2006
- Results drove establishment of Radar Center of Excellence at FRC West
  - W/C used Airspeed tools to redesign workflow
  - ATE FST provided CASS test program set engineer onsite
  - OEM technician provided interface to Raytheon
  - Refurbished unused Navy ATE and incorporated capabilities into combined I and D level W/C
  - Enhanced MicroMin repair
- Approx $1M investment

A vibrant logistics team enables Continuous Process Improvement, revised procedures and systems engineering expertise. Aggressiveness action across the logistics elements drives TOC reduction…
Now—the Fun Part
## Pop Quiz

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<td>1. Snooki Polizzi</td>
<td>A. Twilight</td>
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<td>2. Hines Ward</td>
<td>B. American Idol</td>
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<tr>
<td>3. Chris O’Donnell</td>
<td>C. Jersey Shore</td>
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<td>4. Scott McCreery</td>
<td>D. Dancing with the Stars</td>
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<td>5. Kristen Stewart</td>
<td>E. NCIS LA</td>
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Answer

• 1 c
• 2 d
• 3 e
• 4 b
• 5 a
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<td>2. Nancy Pelosi</td>
<td>B. President</td>
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<td>3. Barack Obama</td>
<td>C. House Minority Leader</td>
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<td>4. John Boehner</td>
<td>D. Senate Majority Leader</td>
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<tr>
<td>5. Joseph Biden</td>
<td>E. Speaker of the House</td>
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Answer

• 1 D
• 2 C
• 3 B
• 4 E
• 5 A
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<td>2. CNAFINST 13650.3A</td>
<td>B. T/M/S Readiness and Resource Standards for NAF Units</td>
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<td>3. CNAFINST 4790.2A</td>
<td>C. CVN/CVW Aviation Support Milestone Program</td>
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<td>4. CNAFINST 3510.11A</td>
<td>D. Aircraft Material Condition Reporting</td>
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<td>5. CNAFINST 5442.1A</td>
<td>E. AMMRL Program (SE)</td>
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Answer

- 1 C
- 2 E
- 3 A
- 4 B
- 5 D
• Professional:
  – A person engaged or qualified in a profession

• Aerospace
  – Of or relating to the science or technology of flight

• Maintenance
  – The work of keeping something in proper condition; upkeep

• Officer
  – One who holds a commission in the armed forces.
Professional

• Commitment to lifelong learning
• Embraces best practices
• Curious
• Prepared
• Good speaker
• Good writer
• Good listener
• Determined
• Connected

...To be somebody or to do something. In life there is often a roll call. That’s when you will have to make a decision. To be or to do? Which way will you go?”

--COL John Boyd
Aerospace

• Expensive
• Highly Competitive
• Symbol of national strength/Industrial Base
• Drives global trade
• Pushes the technical envelope
• Capital and labor intensive
• Augustine’s Laws

How do you stay current?
Committed to Airworthiness
Officer

Attributes/Behaviors

- Leadership
- Communication
- Ethics
- Strategy
- Tactics
- Stewardship
- Dedicated
- Persistent

Resources

- CNO’s Guidance
- CMC’s Guidance
- SECNAV Guidance
- Maritime Strategy
- National Security Strategy
Senior Greenshirt Food for Thought

• “Airplanes are stupid. They just sit there broken—waiting for us to do something.”
• “If you haven’t failed, you haven’t tried hard enough.”
• “The easiest thing to do tomorrow is what you did yesterday.”
• “Configuration Management (or lack thereof) is the root of all sustainment evils.”
• “You can’t save money you never received.”
• “Know the difference between opinion, fact, bias, and agenda.”

Twitter: Gshirt42
“THINGS THAT MAKE YOU GO HMMM?.....”

OR

“THE PURPOSE OF COMPUTING IS INSIGHT, NOT NUMBERS [HAMMING]”
### OOMA Average Daily Summary Data--All sites

Period covered: 11 Dec 10-8 Jun 11

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<td>Average NAVFLIR Flight Hrs</td>
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<td>2931</td>
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<td>Average Aviators and Crew/NAVFLIR</td>
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3+ heavy fixing and flying days per week
What Does Variation Tell Us?

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<th>Max CANNS</th>
<th>Average ML1</th>
<th>DMMH Avg</th>
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</table>
FY11 TMS Allotment
FY11 TMS Allotment

- UC-35D: 9,265,295 (0.5%)
- C-9B: 7,311,962 (0.4%)
- HH-46E: 4,703,235 (0.2%)
- C-20G: 3,974,349 (0.2%)
- HH-1N: 1,729,025 (0.1%)
- FA-18*: 588,036,867 (31.1%)
- CH-53E: 305,379,531 (16.1%)
- AV-8B: 276,482,587 (14.6%)
- MV-22B: 165,960,978 (8.8%)
- CH-53D: 62,733,715 (3.3%)
- KC-130J: 75,932,884 (4.0%)
- CH-46E: 91,414,584 (4.8%)
- AH-1W: 140,957,835 (7.4%)
- *AV-8B

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So What’s on Your Plate?

- Standardization of Best Practices
- Human Factors in Maintenance
- NEC Consolidation
- Squadron Maintenance Consolidation
- JDRS as “Logistics Central”
- Tech pub Wiki edit capability
- Create, edit, publish, and sign digital data streams
- Laser metrology incorporated into NDI
- Software defined ATE

Be a “Master of the Craft”
Who We Are

“Fight to Fly” – Passion & Professionalism
“Fly to Fight” – Mission Success
“Fight to Win” – War Fighting Ethos

- VADM Allen Myers

The PAMO commitment—
Safe for Flight and Ready to Fight

“How hard will you fight to save an air wing or carrier?”