

SASC Seapower Subcommittee
“Future Requirements”
29 March 2006

QDR 2005 relating to Navy and Marine Corps future force structure

- Reorients DoD capabilities and forces to be more agile, prepare for asymmetric challenges and hedge against uncertainty.
- Implements DoD enterprise-wide changes to ensure organization structures, processes and procedures support strategic direction.
- Navy/USMC programmatic points:
 - Stabilize USMC endstrength at 175,000 active component and 39,600 reservists by 2011.
 - Establish MARSOC at approximately 2,600 Marines and sailors.
 - Procure first 8 MPF(F) ships.
 - “Completes” multi-year KC-130 procurement: 8 KC-130Js by FY 2008.

Requirements for current and future force structure

- Force Structure Review Group (FSRG)
 - In 2004, we conducted an extensive Total Force Structure Review recommending approximately 15,000 structure changes to improve the Marine Corps' ability to meet the long-term needs of the Global War on Terror and the emerging requirements of the 21st Century.
 - This effort was end strength and structure neutral—offsets to balance these increases in capabilities come from military to civilian conversions and the disestablishment and reorganization of less critical capabilities.
- Capabilities Assessment Group (CAG)
 - The CAG will focus on our operating forces to ensure we have properly incorporated lessons learned on the battlefield, QDR guidance, and the MARSOC standup in order to properly assess our future endstrength requirements.
 - The CAG commenced the assessment earlier this month (March 2006) and is expected to release an initial report to the Commandant of the Marine Corps by June 2006.

Tactical Wheeled Vehicle Armor

- The Army/Marine Corps Board (AMCB) has been a valuable forum to harmonize Army and Marine Corps “long term” tactical wheeled vehicle procurement plans over the last year. In September 2005, the AMCB established a joint tactical wheeled vehicle program, focused on near-term joint requirements.
- The objective of these efforts is to define requirements for a Joint Light Tactical Vehicle (JLTV) that reflect both an appropriate response to the operational threat, and the best state of industrial art in meeting the survivability, mobility and network enabling needs of the joint force.
- Current plans target a Milestone B decision not later than October 2007 that supports an incremental acquisition strategy for the light fleet. We are “inventing” a new vehicle and working hard, but this takes time.
- Near and mid-term vehicle armor strategies:
 - We are nearing completion of our current/near-term requirements. All Marine Armor Kits (MAKs) requirements for our base HMMWV and A2 models were achieved in November 2005. The MTRV Armor System (MAS) requirements will be completed within two months. Our M1114 operational requirement will be complete in July 2006 (2,502 vehicles) leaving 312 sustainment vehicles to be delivered by November 2006 for a total of 2,814 M1114s to meet the MARCENT requirement.
 - The Marine Corps has fielded the 26 required Hardened Engineer Vehicles (Cougar). The Marine Corps will procure 39 JERRVs (6 have been delivered, 8 are enroute to Iraq with final deliveries scheduled for June 2006).
 - The Army and Marine Corps have been working closely together for a mid-term solution through the M-1151/2 designed to replace our base HMMWV and A2 models that have reached the end of their service life. The M-1151/2 is the bridge to a JLTV solution.

Progress in fielding EFV

- 15 EFVs have been produced for a comprehensive Milestone C Operational Assessment (OA) that began in January 2006 at Camp Lejeune and includes gunnery, land operations, Force on Force and amphibious operations testing.
- A Low Rate Initial Production (LRIP) decision is planned for late 2006. A full rate production decision and Initial Operational Capability are planned for the Fall of 2010.
- The planned fiscal commitment within the FYDP (FY 07-11) for the EFV program is \$522M in R&D, \$2.6B in procurement.

Progress in fielding MV-22

- Full rate production decision obtained 28 Sep 05.
- The FY2007 budget requests \$1.5B of procurement in funding for 14 MV-22s, associated spares, aircraft retrofit, and Economic Order Quantity investments supporting FY 2008 – 2012 multi-year procurement and \$268M of RDT&E for continued development, testing and evaluation.
- The V-22 Program will procure a total of 16 aircraft in FY 2007, 14 MV-22s and 2 Air Force funded CV-22s. The FYDP reflects a program total of \$10.1B for the V-22 Osprey.
- To date, 29 Block A and 1 Block B aircraft have been procured to support developmental testing, Operational Evaluation (OPEVAL), training and initial fleet fielding which is underway at Marine Corps Air Station New River, North Carolina.
- Two squadrons have commenced the transition from the 40 year-old CH46E to Block B MV-22Bs, the first achieving IOC in FY 2007.

Status of VH-71 Executive Helicopter

- The VH-71 program will use an evolutionary acquisition approach through a two-part incremental development to deliver a secure, survivable and capable vertical lift aircraft while providing uninterrupted communications with all required agencies.
- The FY 2007 Budget requests \$682.6M of R&D funds for System Development and Demonstration (SDD) efforts on the VH-71 program.
- IOC date was established as late 2009. IOC will be achieved upon delivery of four of the Increment 1 (Pilot Production) aircraft. The total VH-71A procurement quantity is 26 aircraft (23 operational, 3 test articles).

Impact of delays to UH-1/AH-1

- We have lost a total of 19 H-1 aircraft since GWOT began, 8 of which were lost in CONUS and 6 AH-1Ws and 5 UH-1Ns were lost in direct support of OIF/OEF/HOA operations (4 of these H-1s were losses due to lack of engine power in demanding high altitude and/or reduced visibility environments).
- Until last Fall (28 Sep05 - MV-22 full rate production decision), we have not had a “hot” manufacturing line from which to replace these losses because we are in the midst of recapitalizing our legacy fleet.
- Concerns have been raised relative to program cost and schedule. A restructure of the program has been proposed by the Program Office to address these concerns, and technical issues we believe will be carried forward from OPEVAL.

- ASN (RDA) directed an independent review of the proposal and an assessment of alternative acquisition strategies before seeking approval from OSD to proceed with the program.
 - The review shall address the risks of the test program, production costs and schedule estimates.
 - The third LRIP lot will be ready to award in April 2006 once the independent assessment of the program has been completed.
- Due to GWOT utilization rates and loss of aircraft, it is imperative that the H-1 program achieve an acceptable cost/schedule profile. Should a negative decision for the H-1 program be attained, USMC requirement remains for a light utility and attack helicopter program of record.

Vision for Unmanned Aerial Systems (UAS) future capabilities

- February 2005 a consolidated Marine Corps UAS approach was developed (approved by the Marine Requirements Oversight Counsel (MROC)) for a “Three Tier” concept.
- Tier I – Supports the Battalion and below
 Current – Dragon Eye UAS (man-packable system) and a Defense Advanced Research Projects Agency (DARPA) test (ongoing)
 Follow on Tier I UAS – Joint Army/SOCOM/USMC system
 - Tier II – Supports Division/Regiment/Battalion/Marine Expeditionary Units
 Current – OIF ISR Services (Boeing Scan Eagle)
 Follow on – Compete OIF ISR Services
 Building Joint Tier II POR (USMC/USAF/USN/SOCOM)
 - Tier III – Supports JTF/MAGTF Commanders
 Current POR – Pioneer UAS
 Follow on – VUAS IOC 2015
 JROC approved VUAS ICD Dec 05