

**DEPARTMENT OF DEFENSE APPROPRIATIONS  
FOR FISCAL YEAR 2010**

**TUESDAY, JUNE 2, 2009**

U.S. SENATE,  
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,  
*Washington, DC.*

The subcommittee met at 10:29 a.m., in room SD-192, Dirksen Senate Office Building, Hon. Daniel K. Inouye (chairman) presiding.

Present: Senators Inouye, Cochran, and Bond.

DEPARTMENT OF DEFENSE  
DEPARTMENT OF THE NAVY

OFFICE OF THE SECRETARY

**STATEMENT OF HON. RAYMOND MABUS, SECRETARY OF THE NAVY**

OPENING STATEMENT OF SENATOR DANIEL K. INOUE

Chairman INOUE. This morning the subcommittee meets to receive testimony on the fiscal year 2010 budget request from the Secretary of the Navy, the Honorable Raymond Mabus; the Chief of Naval Operations, Admiral Gary Roughead; and the Commandant of the Marine Corps, General James Conway. I'd like to welcome each of you and extend special greetings to the Secretary. This is your first appearance before us.

For fiscal year 2010, the President has requested \$156.4 billion for the Navy and the Marine Corps, plus an additional \$15.3 billion in supplemental wartime costs. Although the Secretary of Defense has proposed a number of terminations and delays in major weapons systems, relatively few of these decisions would have an immediate impact on the Navy or Marine Corps. In fact, the \$9 billion in growth in the Navy budget is 50 percent greater than the growth in the Army and the Air Force combined.

The budget supports many Department of Navy priorities, including truncating the DDG 1000 in favor of additional DDG 51 destroyers, continuing production and test of the Joint Strike Fighter (JSF), accelerating the production of Virginia class submarines next year, and completing the growth of the Marine Corps to 202,100 personnel.

Despite the growth in the budget, there is bound to be controversy over other investment decisions. Funds for shipbuilding are not sufficient to achieve our 313 ship Navy, our carrier fleet would be reduced to 10 by year 2040, and it will be very difficult

to purchase more littoral combat ships within the statutory cost cap.

While plans for sea basing and amphibious warfare are getting additional scrutiny, the Expeditionary Fighting Vehicle Program continues unchanged. Many have questioned the cancellation of the VH-71 Presidential helicopter and others are asking whether enough F-18s are being bought to close the strike fighter shortfall.

These are but some of the controversies before us this year. It is also clear that next year will be even more challenging, as the administration has warned that the 2011 budget will have additional spending constraints. Future decisions will be guided by the results of the Quadrennial Defense Review (QDR) and the Nuclear Posture Review (NPR) which are now under development. Yet there has already been a shift in balancing the demands of the current fight with the preparations for future threats. Today's fight involves supporting the surge in Afghanistan, managing the draw-down from Iraq, meeting irregular threats such as terrorism, drug smuggling, and piracy. Each of these missions require different capabilities, some of which have been funded in base budgets and others were loaded into supplemental appropriation requests.

For the first time, the administration has submitted both pieces of the DOD budget at the same time. This will give Congress a clearer view of what is needed to support our warfighters, and the subcommittee welcomes the testimony of our witnesses on these matters, in addition to their views on the fiscal year 2010 base budget request.

The full statements of each of the witnesses will be included in the record in total and I'd like to now turn to the vice chairman for any remarks he wishes to make.

#### STATEMENT OF SENATOR THAD COCHRAN

Senator COCHRAN. Mr. Chairman, I'm pleased to join you in welcoming this distinguished panel of witnesses to our subcommittee hearing to review the Department of the Navy's budget request.

Mr. Secretary, it is a special pleasure to welcome you in your new capacity as Secretary of the Navy. We look forward to working with you closely to respond to the challenges facing the Department of the Navy. As everyone knows, this new Secretary served as the Governor of our State of Mississippi with great distinction, and we appreciate his public service.

The Navy and Marine Corps team has been a very important part of our national security organization and throughout history they have performed their missions in a very impressive fashion, and continue to contribute to the safety and security of all Americans. We need to be sure we provide them with the funding needed to continue to carry out their missions in the way they have in the past.

The Department has performed with a high degree of professional distinction and we congratulate the individual members of the panel on the roles they have played and will continue to play in carrying out our national security responsibilities.

Thank you.

Chairman INOUE. Thank you very much.

Senator Bond, would you wish to say something?

## STATEMENT OF SENATOR CHRISTOPHER S. BOND

Senator BOND. Thank you very much, Mr. Chairman. Yes, on this subject I do have a lot to say. But I appreciate your holding the hearing and I welcome good friends, the Secretary, the Admiral, and the General. This is very important. I will ask some questions and, Admiral Roughead, you know where I'm coming from. In the Navy Posture Review, you stated:

Navy and Marine Corps carrier-based F/A-18 aircraft are providing precision strike in support of the forces on the ground in Iraq and Afghanistan. The F/A-18E/F is the aviation backbone of our Navy's ability to project power ashore without bases that infringe on a foreign nation's sovereign territory. At the rate we are operating these aircraft, the number of our carrier-capable strike fighters will decrease between 2016 and 2020, which will affect our air wing capacity and effectiveness.

Admiral, I couldn't agree with you more, which is why I'm baffled and concerned and stunned about the budget recommendation to underfund the Super Hornet. The inventory of strike fighters currently falls short of the number that we have heard you say in the past is required to support fully the requirement of the Navy air wings and the Marine Corps air wings. In March of this year it was projected, if no action is taken, the Navy strike fighter shortfall will increase to 243 aircraft in the next decade.

But instead of dealing with that, we saw a recommendation for \$4.4 billion in the long delayed, overbudget, and so far unavailable F-35 Joint Strike Fighter, the JSF, which at best, as the cost continues to escalate past \$150 million, you could buy three F/A-18s for every one F-35 or JSF, save hundreds of millions of dollars, and get a multiyear which would bring the price down.

We have seen that in the past, that we can't afford to make these sacrifices and short fund the operations that we know are needed. So I will be asking questions about that, and I thank you, Mr. Chairman.

Chairman INOUE. I thank you, sir.

Now may I call upon the Secretary.

## STATEMENT OF RAYMOND MABUS

Mr. MABUS. Mr. Chairman, my distinguished home State Senator, Senator Cochran, and members of the subcommittee: It's an honor to be here before you with Admiral Roughead and General Conway on behalf of our sailors, marines, civilians, and their families.

Two weeks ago, 2 weeks ago today, I assumed the responsibilities as Secretary of the Navy. In this very short period of time, it's been my privilege to gain first-hand insight into our Nation's exceptional Navy and Marine Corps. This naval force serves today around the world, providing a wide range of missions in support of our Nation's interests.

I'm here today to discuss with you, as the chairman pointed out, the fiscal year 2010 budget, the various missions of the Navy and Marine Corps, and some priorities of the Department. The Department's fiscal year 2010 budget reflects commitment to our people, shaping our force, providing adequate infrastructure, and sustaining and developing the right capabilities for the future. The ongoing Quadrennial Defense Review will also aid in shaping the Department's contribution to the national effort in the future.

As I have taken on these new duties, my first priority is to ensure that we take care of our people—sailors, marines, civilians, and their families. Thousands of brave marines and sailors are currently engaged in Iraq and Afghanistan. Thousands more carry out other hazardous duties around the globe. These inspirational Americans volunteered to serve and they are protecting us and our way of life with unwavering commitment. We must show them the same level of commitment when providing for their health and welfare and that of their families.

Last week I made a visit to the National Naval Medical Center in Bethesda and visited with our wounded. It was both a humbling and inspirational experience. It reinforced the enduring commitment we owe them in terms of treatment, transition, and support. Programs such as the Marine Corps Wounded Warrior Regiment, the Navy's Safe Harbor Program, advances in treatment of traumatic brain injuries, and programs that offer training and support in stress control must continue to be our priorities.

Today our sailors and marines are serving and responding to a wide variety of missions, from combat operations to humanitarian assistance and maritime interdiction. The Navy has 13,000 sailors ashore and 9,500 sailors at sea in Central Command's area of responsibility. More than 25,000 marines are deployed in Iraq and Afghanistan. Our civilian force is also heavily engaged in supporting these operational efforts.

We have to ensure that the Department of the Navy will continue to meet these missions while investing to provide the right naval force for future challenges.

Real acquisition reform too has to be a priority. The Department of the Navy has begun to implement the Weapons Systems Acquisition Reform Act and is ready to use this act and other tools to try to ensure that we get the right capabilities on time and at an affordable cost.

#### PREPARED STATEMENT

I look forward to working together with you in our shared commitment to our Nation and the marines, the sailors, the civilians, and their families. On behalf of all of them, thank you for your commitment and your support, and I look forward to your questions.

Senator DURBIN. Thank you very much, Mr. Secretary.  
[The statement follows:]

#### PREPARED STATEMENT OF RAY MABUS

Chairman Inouye, Senator Cochran, and Members of the Committee, thank you for the opportunity to appear before you today as the 75th Secretary of the Navy. It is my great honor to serve with and represent the over 800,000 men and women of the United States Navy and Marine Corps—active, reserve, and civilian and their families. I am committed to ensuring that the Naval Force remains the preeminent sea power, ready to meet both current and future challenges.

I assumed my duties as Secretary of the Navy very recently. So please allow me to begin by expressing my gratitude to the members of the Senate for the trust that has been placed in me. I am humbled by and proud of the responsibility of representing the wonderful men and women of our Navy and Marine Corps.

Our enduring seapower has been essential to furthering America's interests worldwide. Its importance cannot be overstated, over 70 percent of the planet is covered by water, 80 percent of the world's inhabitants live near the oceans, and 90 percent of global commerce is transported by sea. By maintaining U.S. maritime

dominance, our Sailors and Marines promote security, stability, and trust around the world. Together, we provide a persistent forward presence, power projection abroad, and protection of the world's sea lanes. Our Sailors and Marines, in cooperation with our foreign partners and allies, continue to provide training, deliver humanitarian aid, disaster relief and other assistance throughout the globe.

Our naval forces are uniquely postured to deter aggression and prevent escalations. Should deterrence fail, we stand ready to fight America's wars and defeat our adversaries. In times of crisis, Navy and Marine Corps units are often already on the scene or the first U.S. assets to arrive in force. And they accomplish this all as a seaborne force with a minimum footprint.

To ensure and sustain an effective Navy and Marine Corps in an increasingly complex security environment, we must emphasize and promote a number of essential priorities.

First, we must ensure the proper care for our forces and their families. America's greatest military assets are the dedicated men and women who wear the uniform. Thousands of brave Sailors and Marines are currently engaged in Iraq and Afghanistan; thousands more carry out hazardous duties around the globe. Every one of these incredible Americans volunteered to serve, and they are protecting us and our way of life with unwavering commitment. As we drawdown in Iraq and increase our strength in Afghanistan, they once again stand ready to answer our Nation's call. We must show them the same level of commitment when providing for their health and welfare and that of their families.

Second, we must ensure that the Department of the Navy continues to meet our many missions of today, while preparing for the unknowable but inevitably complex challenges of tomorrow.

Third, we must continue to balance the Department of the Navy's programs, choosing to maintain or establish only those that are achievable, affordable, and responsive to our Nation's needs. We are committed to refining fiscal and budgetary discipline, tackling waste and cost overruns, and building our acquisition workforce. I look forward to working with you to make sure that the Department of the Navy does not shortchange our Sailors, Marines or our taxpayers.

#### TAKE CARE OF OUR SAILORS AND MARINES AND THEIR FAMILIES

The Department continues to shape the force to balance today's missions and to provide flexibility for the future. The Marine Corps has accomplished its goal of growing the force to 202,000 Marines. This will help to provide our Marines greater dwell time and will provide the opportunity to address other training and missions that have not been accomplished in our recent history. The Navy force has stabilized. Both the Navy and Marine Corps are meeting their recruiting goals both in numbers and quality. Our reserves continue to play a key role as part of the Total Force and our civilians are a bedrock providing support around the globe to our warfighters and to our naval capabilities. Together, we thank you for your support in sustaining the people who stand in our ranks—military and civilian.

We must support and strive to find ways to improve the initiatives that provide for their physical and mental welfare. The following programs exemplify some of the actions we are taking.

#### *Wounded Warrior Medical Care*

We as a Nation have no higher obligation than to care for our wounded heroes who have sacrificed so much to serve our Nation. We have a solemn duty to ensure that when our forces go into harm's way, there is an excellent, comprehensive and sustainable plan for the care of our wounded, ill, or injured. The budget request reflects the Department of the Navy's commitment to this highest priority, providing exceptional, individually tailored assistance to our wounded warriors, with a comprehensive approach designed to optimize their recovery, rehabilitation, and reintegration. The Navy Safe Harbor Program and the Marine Corps Wounded Warrior Regiment extend this assistance to the wounded, ill, and injured warriors and their families. The Navy Department is also collaborating with the Department of Defense (DOD) and the Department of Veterans Affairs (VA) to foster continuity of care across all systems and facilitate efficient and effective transitions.

#### *Traumatic Brain Injury*

Traumatic Brain Injury is the defining wound of Operation Iraqi Freedom. The National Naval Medical Center Bethesda has a new state-of-the-art Unit to treat Traumatic Brain Injury. I recently had the opportunity to visit this unit and was deeply impressed both by the staff and the facilities. This clinic provides unsurpassed inpatient care for polytrauma patients with TBI, serving all blast-exposed or head-injured casualties medically evacuated from theater. The medical professionals

are highly trained and actively manage symptomatic patients and evaluate complex cases to fashion appropriate, individual treatment and rehabilitation plans.

To increase TBI detection during deployments, the Department of the Navy has implemented a strategy of lowering the index of suspicion for TBI symptoms and improving screening, detection, and treatment coordination between line and medical leaders.

The Department of the Navy has also expanded TBI research. Navy Medical Research Command is using new techniques to identify transmissibility of blast-wave energy into the brain, focusing on the nexus between the blast-wave energy transmission and the resulting brain pathology.

#### *Psychological Health*

To address Post Traumatic Stress Disorder (PTSD) and other psychological conditions that effect more and more of our force, the Navy and the Marine Corps continue to improve their Operational Stress Control (OSC) programs. This comprehensive approach seeks to not only promote psychological resilience, but also a culture of psychological health among Sailors and Marines and their families. I am committed to removing any stigma associated with seeking help for mental health. To address this, the Bureau of Medicine and Surgery has established a centralized and comprehensive OSC program to indoctrinate psychological health-stigma reduction into the broader Navy-Marine Corps culture. This includes training and tools that line leadership can use from the newest accessions to flag and general officers. OSC is targeting perceptions within individuals and command leadership, as well as working to help care-givers overcome barriers to psychological health care.

Navy Medicine has established 17 Deployment Health Clinics as portals of care for service members, staffed with primary-care medical and psychological health providers who support early recognition and treatment of deployment-related psychological health issues within the primary care setting. These examples are not all inclusive. Thank you for your continued support of these programs that are so vital to the overall strength of the Department.

#### *Housing and Child Care*

The world's finest naval force deserves the world's finest family support programs, including community and health care services and access to quality, affordable child care. The budget request demonstrates a commitment to our Navy and Marine Corps families by investing in family programs, housing, and infrastructure.

#### MEETING THE MISSIONS OF TODAY

While naval forces are conducting combat and combat-support missions in Iraq and Afghanistan, the Navy and the Marine Corps also stand ready to answer our Nation's call across the full spectrum of military operations. Despite a high operational tempo, our naval forces remain resilient and motivated, and they are performing superbly around the globe. We will work to continue their proud tradition of readiness and to ensure that they are fully trained and equipped for their assigned missions.

Today our Marines and Sailors are undertaking a myriad of missions, from combat operations in the mountains of Afghanistan, to humanitarian assistance in Africa. The Navy has over 9,900 Individual Augmentees and more than 6,600 reservists deployed on the ground around the world in support of Overseas Contingency Operations. Nearly half of the combat air missions over Afghanistan are flown by naval air forces. There are 283 active ships in service—76 percent of these ships, including four aircraft carriers and two large-deck amphibious ships, are underway. Over 50 percent of our attack submarines are underway, with nearly forty percent of our submarine force on deployment.

More than 25,000 Marines are deployed in support of Operations IRAQI FREEDOM (OIF) and ENDURING FREEDOM (OEF). The large majority are in Iraq; however, the process has begun drawing down those forces and increasing the number of Marines in Afghanistan. Nearly 5,700 Marines are deployed to various regions throughout Afghanistan—either as part of the Special Purpose Marine Air Ground Task Force, Afghanistan, or in the 2d Marine Expeditionary Brigade, Marine Special Operations Companies, Embedded Training Teams, or Individual Augments.

One of the most significant readiness challenges facing the Navy and the Marine Corps is balancing their current obligations to overseas contingency operations with other anticipated readiness requirements. To address these concerns, the Department of the Navy is working to expand our engagements with other nations in order to meet our common challenges.

Fostering trust and cooperative relationships with foreign partners is critical to national security, but trust cannot be simply summoned in moments of crisis. It must be developed over time. To revitalize existing relationships and create new ones, we need to show long-term commitment.

Our Naval Forces contribute significantly to cooperative security operations through forward presence and sustained, routine engagement with foreign partners and allies. We are committed to sustaining this core capability of the Maritime Strategy and ask for your continued support.

Additionally, in order to meet our readiness challenges, the Department is working to develop greater energy independence and conservation ashore and afloat. Energy costs siphon resources away from vital areas. The potential for disruption and the possible vulnerability of energy supplies could threaten our ability to perform on the battlefield.

The Department of the Navy has made good progress in increasing energy efficiency, reducing energy consumption, and capitalizing on renewable energy sources. We are the Department of Defense lead for solar, geothermal, and ocean energy, and today, 17 percent of our total energy requirements are provided through alternative or renewable sources.

The Navy and Marine Corps can, and should, do more. As we continue to increase conservation and develop alternative energy options, the Department of the Navy can mitigate the impact of energy volatility, use energy as a strategic resource for operational advantage, and become a leader in environmental stewardship.

#### BUILDING AND BALANCING THE NAVAL FORCE OF THE FUTURE

The Department of the Navy will continue to meet America's current commitments worldwide, while simultaneously developing a force capable of meeting the challenges of the future. We will focus on irregular warfare and hybrid campaigns, while continuing those more conventional capabilities where our technology gives us a strategic advantage. The fiscal year 2010 budget request puts us on the path towards the goal of balancing near-term requirements with those of the next decade and beyond.

The budget request provides balanced support for deployed and non-deployed steaming days, associated flight hours, and related ship and aircraft maintenance. It works to bolster our naval forces' independence and flexibility by building on their unique ability to operate at great distance with long staying power. This budget would also fund the critical "eyes and ears" of our forces with increases to Intelligence, Reconnaissance, and Surveillance programs and Command, Control, Communications, Computers programs. The budget shows commitment to maintain key capabilities such as power projection, sea control, interdiction, deterrence, and humanitarian assistance.

In an effort to continue to shape our future contributions to the joint force and our country, I look forward to engaging in the Quadrennial Defense Review, which strives to define the best, most affordable collective military force to defend our national interests at home and abroad.

Changes to how equipment is acquired are essential to building our forces for the future. We are committed to pursuing acquisition reform and cost control measures and look forward to implementing Congressional acquisition reform, as well as working with you to continue to find ways to produce the best results out of our acquisition process.

Our Sailors and Marines are a superb fighting force which can be lethal or compassionate, patient or quick, as situations dictate. They are well-trained, proud warriors that continue to deserve the appreciation of a grateful Nation. As their new Secretary, I look forward to working together with you to continue to enhance a relationship built on trust and commitment to our Nation, and the Sailors, Marines, civilians and their families who sacrifice for its cause.

On behalf of the more than 800,000 dedicated men and women of the United States Navy and Marine Corps, I express our grateful appreciation to Congress for its continuing and unflagging support.

Senator DURBIN. May I call upon the Chief of Naval Operations, Admiral Roughead.

#### STATEMENT OF ADMIRAL GARY ROUGHEAD, CHIEF OF NAVAL OPERATIONS, DEPARTMENT OF THE NAVY

Admiral ROUGHEAD. Thank you, Mr. Chairman. Chairman Inouye, Senator Cochran, distinguished members of the sub-

committee: On behalf of the 600,000 sailors, Navy civilians, and their families, thank you for your continued support and for the opportunity and the honor to represent our Navy alongside Secretary Mabus and General Conway.

Today we have 40,000 sailors on station making a difference around the world. We are more versatile and agile than we have ever been, with approximately 13,000 sailors on the ground in Central Command, to include SEALs, explosive ordnance disposal technicians, Seebees, and many individual augmentees.

The 2010 budget balances the needs of those sailors around the world, our current operations, and the needs for our future fleet, in accordance with our maritime strategy. However, we are progressing at an adjusted pace. Our risk is moderate today, trending toward significant because of challenges posed by our fleet capacity, operational requirements, manpower, maintenance, and infrastructure costs. Our Navy is operating at its highest levels in recent years and, while we remain ready and capable, we are stretched in our ability to meet additional operational demands while balancing our obligation to our people and to building the future fleet.

We require additional capacity to meet combatant commander demands and to maintain our operational tempo. A fleet of at least 313 ships is needed, along with the capabilities that include more ballistic missile defense, irregular warfare, and open ocean anti-submarine warfare capabilities. These needs drove the decision to truncate the DDG 1000 and restart DDG 51 with its blue water anti-submarine warfare capability and integrated air and missile defense, and also to procure three littoral combat ships this year.

As I articulated last year, our Navy must have a stable shipbuilding program that provides the right capability and capacity while preserving our Nation's industrial base. The balance among capability, capacity, affordability, and executability in our procurement plans, however, is not optimal. I continue to focus on the control of requirements, integration of total ownership costs into our decisionmaking, maturing new ship designs before production, and pursuing proven designs, the use of common hull forms and components, and longer production runs to control costs as we build the future fleet.

To best maintain the ships we have, we've reinstated an engineering-based approach to maintenance for our surface ships through the surface ship life cycle management activity. Meanwhile, our board of inspection and survey teams will continue to use our internal INSURV process to conduct rigorous self-assessments on the condition of our ships and submarines.

All that we do is made possible by our dedicated sailors and Navy civilians. I am committed to providing the necessary resources and shaping our personnel policies to ensure our people and their families are properly supported. We are stabilizing our force this year by seeking authorization and funding for an end strength of 328,800 sailors, including overseas contingency operations funding for 4,400 individual augmentees who are in today's fight.

We continue to provide a continuum of care that governs all aspects of individual medical, physical, psychological, and family readiness to our returning warriors and sailors. In 2008 we added

170 care managers to our military treatment facilities and ambulatory care clinics for our 1,800 wounded warriors and their families. In addition, we continue to move mental health providers closer to the battlefield and are actively working against the stigma of post traumatic stress disorder (PTSD).

Achieving the right balance within and across my three priorities of the future fleet, current operations, and people is critical today and for the future. I ask Congress to fully support our 2010 budget and identified priorities.

PREPARED STATEMENT

Thank you for all you do and your continued support and commitment to our Navy. I look forward to your questions today. Thank you very much.

Chairman INOUE. Thank you, Admiral.  
[The statement follows:]

PREPARED STATEMENT OF ADMIRAL GARY ROUGHEAD

Chairman Inouye, Senator Cochran, and members of the Committee, it is an honor to appear before you today representing the more than 600,000 Sailors and civilians of the U.S. Navy. We are making a difference around the world. We are globally deployed, persistently forward, and actively engaged. I greatly appreciate your continued support as our Navy defends our Nation and our national interests.

Last year, I came before you to lay out my priorities for our Navy, which were to build tomorrow's Navy, remain ready to fight today, and develop and support our Sailors, Navy civilians, and families. We made great progress on those priorities this past year. Sustaining our Navy's maritime dominance requires the right balance of capability and capacity for the challenges of today and those we are likely to face in the future. It demands our Navy remain agile and ready.

Our Maritime Strategy, issued by the Navy, Marine Corps, and Coast Guard over a year ago, continues to guide our efforts. The strategy recognizes the importance of naval partnerships, elevates the importance of preventing war to the ability to fight and win, and identifies six core capabilities: forward presence, deterrence, sea control, power projection, maritime security, and humanitarian assistance and disaster response (HA/DR). We have increased the breadth and depth of our global maritime partnerships. We have engaged, more than ever, in stability operations and theater security cooperation. Moreover, we are performing each of our six core capabilities as part of the joint force in Operation Enduring Freedom (OEF) and Operation Iraqi Freedom (OIF), and across the globe.

We continue to build tomorrow's Navy. As I articulated last year, our Navy needs a stable shipbuilding program that provides the right capability and capacity for our Fleet while preserving our Nation's industrial base. Since I came before you last year, 10 new ships have joined our Fleet. Among them, is U.S.S. *Freedom* (LCS 1), an important addition that addresses critical warfighting gaps. We have increased oversight and are working closely with industry to lower LCS costs and meet program milestones. I am pleased to announce we have awarded fixed price, incentive fee contracts for the third and fourth LCS ship. We are aggressively working to ensure LCS is a successful and affordable program. The introduction of U.S.S. *George W. Bush* (CVN 77) earlier this year also re-affirmed the strength and power of the American shipbuilder and our industrial base. I remain committed to a carrier force of 11 for the next three decades. In our drive to build the future Fleet, I continue to demand that we accurately articulate requirements and remain disciplined in our processes. As I testified last year, effective procurement requires affordable and realistic programs to deliver a balanced future Fleet.

We reached several key milestones in Navy aviation over the last year. Recently, the first P-8A Poseidon aircraft successfully completed its first flight. The P-8A will replace our aging P-3 Orion maritime patrol aircraft, which we have adapted to the fight we are in by providing critical Intelligence, Surveillance, and Reconnaissance capabilities to current operations in Iraq and Afghanistan. We also issued our first contract for the Broad Area Maritime Surveillance aircraft, which will provide capability to meet the challenges we are likely to face in the future. As I identified last year, we continue to expect a decrease in the number of our strike fighters between 2016 and 2020 which will affect the capacity and effectiveness of our carrier air

wings. The timely delivery of the F-35 Joint Strike Fighter is critical to meeting our strike fighter needs.

While we have been building our Navy for tomorrow, we have also been focused intensely on today's fight. Our Sailors are fully engaged on the ground, in the air, and at sea in support of operations in Iraq and Afghanistan. On the ground, our Navy has more than 13,000 active and reserve Sailors in Central Command supporting Navy, Joint Force, and Combatant Commander requirements. Navy Commanders are leading six of the 12 U.S.-led Provincial Reconstruction Teams in Afghanistan. Our elite teams of Navy SEALs are heavily engaged in combat operations. Navy Explosive Ordnance Disposal platoons are defusing Improvised Explosive Devices (IEDs) and landmines. Our SEABEE construction battalions are rebuilding schools and restoring critical infrastructure. Navy sealift is delivering the majority of heavy war equipment to Iraq, while Navy logisticians are ensuring materiel arrives on time. Our Navy doctors are providing medical assistance in the field and at forward operating bases. In addition, I am thankful for the support of Congress for Navy Individual Augmentees who are providing combat support and combat service support for Army and Marine Corps personnel in Iraq and Afghanistan. On the water, Navy Expeditionary Combat Command Riverine forces are working closely with the Iraqi Navy to safeguard Iraqi infrastructure and provide maritime security in key waterways. Navy forces are also intercepting smugglers and insurgents and protecting Iraqi and partner nation oil and gas infrastructure. We know the sea lanes must remain open for the transit of oil, the lifeblood of the Iraqi economy, and our ships and Sailors are making that happen.

Beyond the fight in Iraq and Afghanistan, however, we remain an expeditionary force, engaged around the world. As the dramatic capture of Maersk Alabama and subsequent rescue of Captain Richard Phillips demonstrated, we do not have the luxury to be otherwise. We are engaged in missions from the Horn of Africa, to the Caribbean and the Philippines. Our operations range from tracking attempted ballistic missile launches from North Korea, to interacting with international partners at sea, to providing medical and humanitarian assistance from the sea. Our Sailors continue to be ambassadors for our Nation. This past October marked the first visit ever of a U.S. nuclear-powered ship, U.S.S. *Theodore Roosevelt*, to South Africa, the first year Navy ships were engaged in operations on both the East and West Coasts of Africa, and the first visit ever of a U.S. CNO to South Africa. Additionally, my recent visit to China continued a dialogue with the PLA(N) that will enhance our military-to-military relationships. In total, we have more than 50,000 Sailors deployed and more than 10,500 in direct support of global Requests for Forces and Joint manning requirements.

My commitment to developing and supporting our Sailors and Navy civilians in their global operations endures. We have met overall officer and enlisted (active and reserve) recruiting goals for 2008 and are on track for success in 2009. We are also improving the diversity of our Navy through significant outreach and mentorship. We continue to provide, support, and encourage training and education for our warfighters in the form of Joint Professional Military Education, Language Regional Expertise and Cultural programs, and top-notch technical schoolhouses. In addition, to help our Sailors balance between their service to the Nation and their lives at home and with their families, we have expanded access to childcare, and improved housing for families and bachelors through Public Private Ventures (PPV). We also continue to address the physical and mental needs of our Wounded and Returning Warriors and their families, as well as the needs of all our Sailors who deploy. I appreciate the support of Congress for these incredible men and women.

My focus as CNO is to ensure we are properly balanced to answer the call now and in the decades to come. As I indicated last year, the balance among capability, capacity, affordability, and executability in our procurement plans is not optimal. This imbalance has increased our warfighting, personnel, and force structure risk in the future. Our risk is moderate today trending toward significant in the future because of challenges associated with Fleet capacity, increasing operational requirements, and growing manpower, maintenance, and infrastructure costs.

We remain a ready and capable Navy today, but the stress on our platforms and equipment is increasing. We can meet operational demands today but we are stretched in our ability to meet additional operational demands while taking care of our people, conducting essential platform maintenance to ensure our Fleet reaches its full service life, and modernizing and procuring the Navy for tomorrow. Our fiscal year 2010 budget aligns with the path our Maritime Strategy has set; however, we are progressing at an adjusted pace. Our budget increases our baseline funding, yet our Navy continues to rely on contingency funding to meet current operational requirements and remain the Nation's strategic reserve across the entire spectrum of conflict.

Achieving the right balance within and across my priorities will be critical as we meet the challenges of today and prepare for those of tomorrow. I request your full support of our fiscal year 2010 budget request and its associated capabilities, readiness, and personnel initiatives highlighted below.

#### BUILD TOMORROW'S NAVY

To support our Nation's global interests and responsibilities, our Navy must have the right balance of capability and capacity, across multiple regions of the world, to prevent and win in conflict today while providing a hedge against the challenges we are most likely to face tomorrow. You have provided us with a Fleet that possesses the capabilities Combatant Commanders demand. Our budget request for fiscal year 2010 increases the capacity of our Fleet to respond to those demands.

We are addressing our aviation capability and capacity by investing in both new and proven technologies. Our E/A-18G aircraft utilize the same airframe as the F/A-18F, which improves construction costs and efficiencies, but it is equipped for airborne electronic attack, rather than strike missions. The E/A-18G will complete operational testing this year and eventually replace our existing EA-6B Fleet. Our budget includes procurement and RDT&E funding for this aircraft and for our P-8A Multi-mission Maritime Aircraft, which will replace our aging P-3 Orion Fleet. In addition to manned aviation, our Navy is investing in unmanned aircraft, such as Firescout, which is more affordable, can be built in larger numbers, and can do the missions needed in the small wars and counterinsurgencies we are likely to face in the near to mid-term. We are also investing in the Broad Area Maritime Surveillance System (BAMS), which is the only unmanned aircraft that can provide long-range intelligence, surveillance, and reconnaissance in the maritime environment. Our aviation programs increased by more than \$4.2 billion from fiscal year 2009 to fiscal year 2010 to achieve the right balance of capability and capacity.

Our Navy's operational tempo over the past year reaffirms our need for a minimum of 313 ships. The mix of those ships has evolved in response to the changing security environment and our investments in fiscal year 2010 support growing Combatant Commander demands for ballistic missile defense, irregular warfare, and open ocean anti-submarine warfare. We are also addressing demands for high speed and intra-theater lift, as well as a variety of missions in the littoral. Specifically, our fiscal year 2010 budget funds eight ships: the 12th Virginia class submarine, three Littoral Combat Ships (LCS), two T-AKE Dry Cargo and Ammunition Ships, a second Joint High Speed Vessel (JHSV) for the Navy, and an advanced Arleigh Burke Class Destroyer that will restart the DDG 51 program. The budget also funds the balance of LPD 26 and DDG 1002 construction, and provides third-year funding for CVN 78.

American shipbuilding is not broken, but improvements are needed. Since becoming CNO, I have focused on our need to address and control procurement and total ownership costs. Shipbuilding costs have been increasing as a result of reductions in number of ships procured, overtime costs, and challenges associated with the introduction of new technologies and sophisticated systems. We are addressing these costs by maturing new ship designs to adequate levels before commencing production, and by pursuing common hull forms, common components, proven designs, and repeat builds of ships and aircraft to permit longer production runs and lower construction costs. Additionally, our shipbuilding plans incorporate open architecture for hardware and software systems and increasingly use system modularity. These initiatives reduce costs from inception to decommissioning and allow ease of modernization in response to evolving threats.

In 2008, we introduced a more comprehensive acquisition governance process to better link requirements and costs throughout the procurement process. I will work closely with the Secretary of the Navy to grow our acquisition workforce and enhance our ability to properly staff and manage our acquisition programs. I also enthusiastically support reviewing the overall acquisition and procurement processes to determine how the Services can best address costs and accountability.

A solid and viable industrial base is essential to national security and our future Navy, and is a significant contributor to economic prosperity. Shipbuilding alone is a capital investment that directly supports more than 97,000 American jobs and indirectly supports thousands more in almost every U.S. State. Similarly, aircraft manufacturing provides extraordinary and unique employment opportunities for American workers. Like the manufacturing base in other sectors of our economy, the shipbuilding and aircraft industries depend upon stable and predictable workloads to stabilize their workforce and maximize efficiencies. Level loading of ship and aircraft procurements helps retain critical skills and promotes a healthy U.S. shipbuilding and aircraft industrial base.

I seek your support for the following initiatives and programs:

*Aircraft Carrier Force Structure*

The Navy remains committed to a force of 11 carriers for the next three decades that can respond to national crises and provide options when access is not assured. Our carrier force provides the Nation the unique ability to overcome political and geographic barriers to access critical areas and project power ashore without the need for host nation ports or airfields.

The 11-carrier requirement is based on a combined need for world-wide presence requirements, surge availability, training and exercises, and maintenance. During the period between the planned 2012 inactivation of U.S.S. *Enterprise* (CVN 65) and the 2015 delivery of *Gerald R. Ford* (CVN 78), however, legislative relief is needed to temporarily reduce the operational carrier force to 10. Extending *Enterprise* beyond 2012 involves significant technical risk, challenges manpower and the industrial base, and requires expenditures in excess of \$2.8 billion with a minimal operational return on this significant investment. Extending *Enterprise* would result in only a minor gain in carrier operational availability and adversely impact carrier maintenance periods and operational availability of the force in the future. The temporary reduction to 10 carriers can be mitigated by adjustments to deployments and maintenance availabilities. I request your approval of this legislative proposal.

*F/A-18 and Joint Strike Fighter (JSF)*

Navy and Marine Corps carrier-based F/A-18 aircraft are providing precision strike in support of forces on the ground in Iraq and Afghanistan. The F/A-18 E/F is the aviation backbone of our Navy's ability to project power ashore without bases that infringe on a foreign nation's sovereign territory. At the rate we are operating these aircraft, the number of our carrier-capable strike fighters will decrease between 2016 and 2020, which will affect our air wing capacity and effectiveness. The F-35 Joint Strike Fighter (JSF) is essential to addressing the Navy's strike fighter needs. Stable funding of JSF will facilitate the on-time and within budget delivery of the aircraft to our Fleet. I also appreciate the support of Congress for our fiscal year 10 request that continues to fund F/A-18 E/F production while transitioning to JSF.

*Littoral Combat Ship (LCS)*

LCS is a fast, agile, and networked surface combatant with capabilities optimized to support naval and joint force operations in littoral regions. LCS fills warfighting gaps in support of maintaining dominance in the littorals and strategic choke points around the world. It will operate with focused-mission packages, which will include manned and unmanned vehicles, to execute a variety of missions, primarily anti-submarine warfare (ASW), anti-surface warfare (SUW), and mine countermeasures (MCM).

LCS' inherent characteristics of speed, agility, shallow draft, payload capacity, reconfigurable mission spaces, and air/water craft capabilities, combined with its core Command, Control, Communications, Computers and Intelligence, sensors, and weapons systems, make it an ideal platform for engaging in irregular warfare and maritime security operations, to include counter-piracy missions.

I am pleased to report that U.S.S. *Freedom* (LCS 1) is at sea and *Independence* (LCS 2) will deliver later this year. We have issued fixed-price incentive fee contracts for construction of the next two LCS ships based on a limited competition between the current LCS seaframe prime contractors.

The Navy is aggressively pursuing cost reduction measures to ensure delivery of future ships on a schedule that affordably paces evolving threats. We are applying lessons learned from the construction and test and evaluation periods of the current ships, and we are matching required capabilities to a review of warfighting requirements. I am committed to procuring 55 LCS, however legislative relief may be required regarding the LCS cost-cap until manufacturing efficiencies can be achieved. Our fiscal year 2010 budget includes funding for three additional LCS seaframes.

*DDG 1000/DDG 51*

Ballistic missile capability is rapidly proliferating and, since 1990, the pace of that proliferation has increased markedly. Non-state actors are also acquiring advanced weapons, as demonstrated in 2006 when Hezbollah launched a sophisticated anti-ship missile against an Israeli ship. In addition, while DDG 1000 has been optimized for littoral anti-submarine warfare, the number of capable submarines worldwide does not allow us to diminish our deep-water capabilities. The world has changed significantly since we began the march to DDG 1000 in the early 1990's and, today, Combatant Commander demands are for Ballistic Missile Defense, Integrated Air and Missile Defense, and Anti-Submarine Warfare.

To align our surface combatant investment strategy to meet these demands, we are truncating the DDG 1000 program at three ships and appropriately restarting the DDG 51 production line. The technologies resident in the DDG 51 provide extended range air defense now, and when coupled with open architecture initiatives, will best bridge the transition to the enhanced ballistic missile defense and integrated air and missile defense capability envisioned in the next generation cruiser. In our revised plan, we are addressing the changing security environment and the dynamic capability requirements of the Fleet, while providing maximum stability for the industrial base.

Our fiscal year 2010 budget requests \$1.084 billion to provide the balance of incremental funding for the third ship of the DDG 1000 class authorized in 2009. In addition, \$2.241 billion is requested to re-start the DDG 51 program. The SWAP II Memorandum of Agreement (MOA) will align construction responsibilities to ensure shipyard workload stability, stabilize and minimize cost risk for the DDG 1000 program, and efficiently re-start DDG 51 construction. Research, development, test and evaluation efforts for the DDG 1000 program, will continue in order to deliver the necessary technology to complete the DDG 1000 class ships and support the CVN 78 Class.

#### *Ballistic Missile Defense*

The increasing development and proliferation of ballistic missiles threatens our homeland, our allies, and our military operations. Current trends indicate adversary ballistic missile systems are becoming more flexible, mobile, survivable, reliable, accurate, and possess greater range. Threats posed by ballistic missile delivery are likely to increase and become more complex over the next decade.

Our Navy is on station today performing ballistic missile defense (BMD) as a core mission. Maritime BMD is a joint warfighting enabler. Aegis BMD contributes to homeland defense through long range surveillance and tracking and Aegis BMD ships can conduct organic midcourse engagements of short and medium range ballistic missiles in support of regional and theater defense. Our Navy and partner nation Aegis BMD capability, proven and deployed around the world, has an impressive record of success: 18 of 22 direct hits on target, of which 3 of 3 were successful engagements within the earth's endo-atmosphere.

Today, Navy Aegis BMD capability is currently installed on 18 ships: three guided missile cruisers and 15 guided missile destroyers. In response to an urgent Combatant Commander demand, the Defense Department budget requests \$200 million to fund conversion of six additional Aegis ships to provide BMD capability. Ultimately, our plan is to equip the entire Aegis Fleet with BMD capability, to provide Joint Commanders an in-stride BMD capability with regularly deploying surface combatants. While development and procurement funding is covered under the Missile Defense Agency budget, Navy has committed \$14.5 million in fiscal year 2010 for operations and sustainment of Aegis BMD systems and missiles that have transferred to the Navy.

#### *Modernizing Cruisers and Destroyers*

Our Cruiser and Destroyer modernization programs provide vital mid-life upgrades to the combat systems and hull, mechanical, and engineering systems. These upgrades complement our engineered ship life-cycle maintenance efforts, which are necessary to ensure our ships maintain their full service life. Combat systems upgrades, in particular, reduce technology risk for future surface combatants and provide a rapid and affordable capability insertion process. Maintaining the stability of the Cruiser and Destroyer modernization programs will be critical to our future Navy capability and capacity. Our fiscal year 2010 budget includes funds to modernize two Cruisers and two Destroyers.

#### *Joint High Speed Vessel (JHSV)*

Intra-theater lift is key to enabling the United States to rapidly project, maneuver, and sustain military forces in distant, anti-access or area-denial environments. The Joint High Speed Vessel (JHSV) program is an Army and Navy joint program to deliver a high-speed, shallow draft surface ship capable of rapid transport of medium payloads of cargo and personnel within a theater to austere ports without reliance on port infrastructure for load/offload. The detail design and lead ship construction contract was awarded to Austal USA on November 13, 2008, and includes contract options for nine additional ships for the Army and Navy. Delivery of the first vessel will be to the Army and is expected in 2011. Our fiscal year 2010 budget includes \$178 million for the construction of the Navy's second JHSV. Navy will oversee procurement of the second Army funded vessel.

#### *LPD 17 Class Amphibious Warfare Ship*

The LPD 17 Class of amphibious warfare ships represents the Navy's commitment to a modern expeditionary power projection Fleet that will enable our naval force to operate across the spectrum of warfare. The class will have a 40-year expected service life and serve as the replacement for four classes of older ships: the LKA, LST, LSD 36, and the LPD 4. San Antonio Class ships will play a key role in supporting ongoing overseas operations by forwardly deploying Marines and their equipment to respond to global crises. U.S.S. *Green Bay* (LPD 20) was commissioned in January 2009 and U.S.S. *New Orleans* (LPD 18) deployed the same month. New York (LPD 21) is planned to deliver this fall. LPDs 22–25 are in various stages of construction. Our fiscal year 2010 budget requests \$872 million for the balance of the funding for LPD 26, which was authorized in 2009. Further, we request \$185 million of advance procurement for LPD 27 to leverage production efficiencies of the existing LPD 17 class production line. Amphibious lift will have my highest attention as we address it in the ongoing Quadrennial Defense Review.

#### *P-3 Orion and P-8 Multi-mission Maritime Aircraft*

Your continued support of the P-3 and P-8A force remains essential. The legacy P-3 Orion, is providing critical intelligence, surveillance and reconnaissance (ISR) to the current fight and it is a key enabler in the execution of our Maritime Strategy. An airframe in very high demand, the P-3 supports the joint warfighter with time-critical ISR, contributes directly to our maritime domain awareness across the globe, and is our Nation's pre-eminent airborne deterrent to an increasing submarine threat. Thirty-nine P-3s were grounded in December 2007 due to airframe fatigue. I thank Congress for providing \$289.3 million to our Navy in the fiscal year 2008 Supplemental to fund the initial phase of the recovery program.

Boeing has resolved labor issues with their workforce and is implementing a recovery plan for the P-8A within fiscal resources that will restore the program schedule from delays caused by last year's strike.

The P-8A Poseidon will start to fill the P-3 capability in 2013. I am pleased to report the program reached a critical milestone this April when the first P-8A test aircraft successfully completed its first flight. I request your support of our fiscal year 2010 budget request for six P-8A aircraft.

#### *E-2D Advanced Hawkeye*

The E-2D Advanced Hawkeye aircraft replaces the E-2C Hawkeye aircraft. The aircraft's APY-9 radar is a two-generation leap in airborne surveillance radar capability, significantly improving detection and tracking of small targets in the overland and littoral environment when compared to the E-2C. The E-2D improves nearly every facet of tactical air operations, maintains open ocean capability, and adds overland and littoral surveillance to support Theater Air and Missile Defense capabilities against air threats in high clutter, electro-magnetic interference, and jamming environments. I ask Congress to support our fiscal year 2010 budget request for two E-2D Hawkeye aircraft.

#### *Unmanned Aerial Systems*

We are investing in unmanned systems to enhance our capacity to meet increasing global demands for Intelligence, Surveillance and Reconnaissance (ISR) capability. The Broad Area Maritime Surveillance (BAMS) UAS enhances situational awareness of the operational environment and shortens the sensor-to-shooter kill chain by providing persistent, multiple-sensor ISR to Fleet commanders and coalition and joint forces. Our fiscal year 2010 budget requests funding for continued research and development of BAMS. We are also requesting funding for the procurement of five MQ-8 Vertical Takeoff and Landing Tactical UAVs (VTUAV). The MQ-8 supports LCS core mission areas of ASW, Mine Warfare, and SUW. It can operate from all air-capable ships and carry modular mission payloads to provide day and night real time reconnaissance, surveillance and target acquisition capabilities. VTUAV began operational testing this March aboard U.S.S. *McInerney* (FFG 8).

#### *MH-60R/S Multi-Mission Helicopter*

The MH-60R multi-mission helicopter program will replace the surface combatant-based SH-60B and carrier-based SH-60F with a newly manufactured airframe and enhanced mission systems. The MH-60R provides forward-deployed capabilities, including Surface Warfare, and Anti-Submarine Warfare, to defeat area-denial strategies, which will enhance the ability of the joint force to project and sustain power. MH-60R deployed for the first time in January 2009 with the U.S.S. *John C. Stennis*. Our fiscal year 2010 budget requests funding to procure 24 MH-60R helicopters.

The MH-60S will support deployed forces with combat logistics, search and rescue, air ambulance, vertical replenishment, anti-surface warfare, airborne mine counter-measures, and naval special warfare mission areas. Our fiscal year 2010 budget requests funding to procure 18 MH-60S helicopters.

#### *Virginia Class SSN*

The Virginia Class submarine is a multi-mission submarine that dominates in the littorals and open oceans. Now in its 10th year of construction, the Virginia program is demonstrating that this critical undersea capability can be delivered affordably and on time. We have aggressively reduced construction costs of the Virginia Class to \$2 billion per submarine, as measured in fiscal year 2005 dollars, through construction performance improvements, redesign for affordability, and a multi-year procurement contract, which provides an assured build rate for shipyards and vendors and offers incentives for cost, schedule, and capital expenditure for facility improvements. Not only are these submarines coming in within budget and ahead of schedule, their performance is exceeding expectations and continues to improve with each ship delivered. I consider Virginia Class cost reduction efforts a model for all our ships, submarines, and aircraft.

#### *SSBN*

Our Navy supports the Nation's nuclear deterrence capability with a credible and survivable Fleet of 14 Ohio Class ballistic missile submarines (SSBN). Originally designed for a 30-year service life, this class will start retiring in 2027 after over 40 years of service life.

As long as we live in a world with nuclear weapons, the United States will need a reliable and survivable sea-based strategic deterrent. Our fiscal year 2010 budget requests research and development funds for the Ohio Class Replacement, to enable the start of construction of the first ship in fiscal year 2019. The United States will achieve significant program benefits by aligning our efforts with those of the United Kingdom's Vanguard SSBN replacement program. The United States and United Kingdom are finalizing a cost sharing agreement.

#### *Foreign Military Sales*

Our Navy also supports the development of partner capability and capacity through a robust Foreign Military Sales (FMS) program. FMS is an important aspect of security cooperation programs designed to improve interoperability, military-to-military relations, and global security. Navy uses the FMS program to help build partner nation maritime security capabilities through transfers of ships, weapon systems, communication equipment, and a variety of training programs. Sales and follow-on support opportunities may also result in production line efficiencies and economies of scale to help reduce USN costs. In the past year, Navy FMS has worked with over 147 nations and international organizations, coordinating 2 ship transfers and 25 ship transfer requests, providing military training to over 12,000 international military members, with total foreign military sales of roughly \$6.8 billion. Congressional support is key to the successful transfer of U.S. equipment to our partners. I thank you for your continued support in this area.

#### *Next Generation Enterprise Network (NGEN)*

To pace the complex and adaptive techniques of potential adversaries, we need survivable and persistent network communications that enable secure and robust means to command and control our assets, and to use, manage, and exploit the information they provide. These functions come together in cyberspace, a communication and warfighting domain that includes fiber optic cables on the ocean floor, wireless networks, satellite communications, computer systems, databases, Internet, and most importantly, properly trained cyber personnel to execute cyberspace effects. Cyberspace presents enormous challenges and unprecedented opportunities to shape and control the battlespace. Recent activities, such as the cyber attacks on Georgia and Estonia last year, highlight the complex and dynamic nature of cyber threats.

Our Navy has provided cyber capabilities to the joint force for more than 11 years and we continue to make security and operations in the cyberspace domain a warfighting priority. The challenge we face today is balancing our need to collect and share information with our need to protect against 21st century cyber threats. We are taking steps to effectively organize, man, train, and equip our Navy for cyber warfare, network operations, and information assurance. We are also working closely with Joint and interagency partners to develop offensive and defensive cyberspace capabilities, infrastructure, experience, and access, rather than developing independent, Navy-only capabilities.

As we move from the Navy-Marine Corps Intranet (NMCI) to the Next Generation Enterprise Network (NGEN), the sophistication, speed, and persistence of cyber

threats we observe today makes it imperative that we continually improve our network capabilities, improve our flexibility to adapt to changing environment, and maintain complete operational control of the network. NGEN Block 1 is the follow-on to the existing NMCI contract that expires 30 September 2010. It replaces the services currently provided by NMCI and takes advantage of lessons learned from that network. Future NGEN Blocks will upgrade services provided by NMCI and the OCONUS Navy Enterprise Network. NGEN will also integrate with shipboard and Marine Corps networks to form a globally integrated, Naval Network Environment to support network operations. NGEN will leverage the Global Information Grid (GIG) and, where possible, utilize DOD enterprise services. A comprehensive transition strategy is currently being developed to detail the approach for transition from NMCI to NGEN. I appreciate the support of Congress as we execute a Continuity of Services Contract to assist in this transition.

#### REMAIN READY TO FIGHT TODAY

Our Navy is operating at its highest levels in recent years. As I testified last year, even as our Nation shifts its focus from Iraq to Afghanistan, our Navy's posture, positioning, and frequency of deployment remain high. Combatant Commanders recognize the value of Navy forces to the current fight and to operations world-wide. We are meeting new needs for ballistic missile defense in Europe and the Pacific, counter-piracy and maritime security in Africa and South America, and humanitarian assistance in the Caribbean and Southeast Asia. Many of these demands started as one-time sourcing requests and have evolved into enduring requirements for Navy forces. As a result, we have experienced a significant difference between our budgeted and actual Fleet operations from year to year, as well as an increase in maintenance requirements for our Fleet as a result of its increased operational tempo.

We have been able to meet these requirements by relying on a combination of base budget and contingency funding and the continuous readiness of our force generated by the Fleet Response Plan (FRP). FRP allows us to provide continuous availability of Navy forces that are physically well-maintained, properly manned, and appropriately trained to deploy for ongoing and surge missions. Any future funding reductions or increased restrictions limit our Navy's ability to respond with as much flexibility to increased Combatant Commander demands world-wide.

Our bases and infrastructure enable our operational and combat readiness and are essential to the quality of life of our Sailors, Navy civilians, and their families. I appreciate greatly your enthusiastic support and confidence in the Navy through the inclusion of Navy projects in the American Reinvestment and Recovery Act. The funding provided through the Recovery Act addresses some of our most pressing needs for Child Development Centers, barracks, and energy improvements. Our projects are prioritized to make the greatest impact on mission requirements and quality of life. All of our Recovery Act projects meet Congress' intent to create jobs in the local economy and address critical requirements. These projects are being quickly and prudently executed to inject capital into local communities while improving mission readiness and quality of work and life for our Sailors and families.

I appreciate your support for the following initiatives:

#### *Training Readiness*

The proliferation of advanced, stealthy, nuclear and non-nuclear submarines, equipped with anti-ship weapons of increasing range and lethality, challenge our Navy's ability to guarantee the access and safety of joint forces. Effective Anti-Submarine Warfare (ASW) remains a remarkably and increasingly complex, high-risk warfare area that will require continued investment in research and development to counter the capabilities of current and future adversaries.

Active sonar systems, particularly medium frequency active (MFA) sonar, are key enablers of our ability to conduct effective ASW. MFA sonar is the Navy's most effective tool for locating and tracking submarines at distances that preclude effective attack on our ships. We must conduct extensive integrated training, to include the use of active sonar, which mirrors the intricate operating environment present in hostile waters, particularly the littorals. This is of the highest importance to our national security and the safety of our Sailors and Marines.

Over the past 5 years, Navy has expended significant effort and resources preparing comprehensive environmental planning documentation for our at sea training and combat certification activities. The Navy remains a world leader in marine mammal research, and we will continue our robust investment in this research in fiscal year 2010 and beyond. Through such efforts, and in full consultation and cooperation with our sister federal agencies, Navy has developed effective measures

that safely protect marine mammals and the ocean environment from adverse impacts of MFA sonar while not impeding vital naval training.

In overruling attempts to unduly restrain Navy's use of MFA sonar in Southern California training ranges, the Supreme Court cited President Teddy Roosevelt's quote "the only way in which a navy can ever be made efficient is by practice at sea, under all conditions which would have to be met if war existed." We can and do balance our responsibility to prepare naval forces for deployment and combat operations with our responsibility to be good stewards of the marine environment.

#### *Depot Level Maintenance*

Optimum employment of our depot level maintenance capability and capacity is essential to our ships and aircraft reaching their expected service life. Depot maintenance is critical to the safety of our Sailors and it reduces risk caused by extension of ships and aircraft past their engineered maintenance periodicity. Effective and timely depot level maintenance allows each ship and aircraft to reach its Expected Service Life, preserving our existing force structure and enabling us to achieve our required capacity.

I have taken steps to enhance the state of maintenance of our surface combatants. In addition to our rigorous self-assessment processes that identify maintenance and readiness issues before our ships and aircraft deploy, I directed the Commander, Naval Sea Systems Command to reinstate an engineered approach to surface combatant maintenance strategies and class maintenance plans with the goal of improving the overall condition of these ships. Our Surface Ship Life Cycle Maintenance Activity will provide the same type of planning to address surface ship maintenance as we currently have for carriers and submarines.

Consistent, long term agreements and stable workload in both the public and private sector are necessary for the efficient utilization of depots, and it is the most cost effective way to keep our ships and aircraft at the highest possible state of readiness. Consistent with my intent to drive our Navy to better articulate requirements and costs in all we do, we have rigorously updated the quantitative models we use to develop our maintenance budgets, increasing their overall fidelity. These initial editions of the revised maintenance plans have resulted in increased maintenance requirements and additional costs. Our combined fiscal year 2010 budget funds 96 percent of the projected depot ship maintenance requirements necessary to sustain our Navy's global presence. Our budget funds aviation depot maintenance at 100 percent for deployed squadrons and at 87 percent for aviation maintenance requirements overall. I request the support of Congress to fully support our baseline and contingency funding requests for our operations and maintenance to ensure the safety of our Sailors and the longevity of our existing ships and aircraft.

#### *Shore Readiness*

Our shore infrastructure enables our operational and combat readiness and is essential to the quality of life and quality of work for our Sailors, Navy civilians, and their families. For years, increased operational demand, rising manpower costs, and an aging Fleet have led our Navy to underfund shore readiness and, instead, invest in our people, afloat readiness, and future force structure. As a result, maintenance and recapitalization requirements have grown and the cost of ownership for our shore infrastructure has increased. At current investment levels, our future shore readiness, particularly recapitalization of our facilities infrastructure, is at risk.

In an effort to mitigate this risk in a constrained fiscal environment, we are executing a Shore Investment Strategy that uses informed, capabilities-based investment decisions to target our shore investments where they will have the greatest impact to our strategic and operational objectives. I appreciate the enthusiastic support and confidence of Congress in the Navy through the inclusion of Navy projects in the American Reinvestment and Recovery Act. Through the Recovery Act, you allowed our Navy to address some of our most pressing needs for Child Development Centers, barracks, dry dock repairs, and energy improvements. These Navy projects are located in 22 states and territories and fully support the President's objectives of rapid and pervasive stimulus efforts in local economies. I am committed to further improvements in our shore infrastructure but our Navy must balance this need against our priorities of sustaining force structure and manpower levels.

#### *Energy*

Our Navy is actively pursuing ways to reduce our energy consumption and improve energy efficiency in our operations and at our shore installations. Our emerging Navy Energy Strategy spans three key areas, afloat and on shore: (1) an energy security strategy to make certain of an adequate, reliable, and sustainable supply; (2) a robust investment strategy in alternative renewable sources of energy and en-

ergy conservation technologies; and (3) policy and doctrine changes that are aimed at changing behavior to reduce consumption.

I will be proposing goals to the Secretary of the Navy to increase energy independence in our shore installations, increase use of alternative fuels afloat and reduce tactical petroleum consumption, and to reduce our carbon footprint and green house gas emissions. We are leveraging available investment dollars and current technological advances to employ technology that reduces energy demand and increases our ability to use alternative and renewable forms of energy for shore facilities and in our logistics processes. This technology improves energy options for our Navy today and in the future. Our initial interactions with industry and academic institutions in public symposia over the past few months have generated an enthusiastic response to our emerging strategy.

#### *United Nations Convention on the Law of the Sea*

The Law of the Sea Convention codifies navigation and overflight rights and high seas freedoms that are essential for the global mobility of our armed forces. It directly supports our national security interests. Our current non-party status constrains efforts to develop enduring maritime partnerships, inhibits efforts to expand the Proliferation Security Initiative, and elevates the level of risk for our Sailors as they undertake operations to preserve navigation rights and freedoms, particularly in areas such as the Strait of Hormuz and Arabian Gulf, and the East and South China Seas. Accession to the Law of the Sea Convention remains a priority for our Navy.

#### DEVELOP AND SUPPORT OUR SAILORS AND NAVY CIVILIANS

Our talented and dedicated Sailors and Navy civilians are the critical component to the Navy's Maritime Strategy. I am committed to providing the necessary resources and shaping our personnel policies to ensure our people are personally and professionally supported in their service to our Nation.

Since 2003, the Navy's end strength has declined by approximately 10,000 per year aiming for a target of 322,000 Active Component (AC) and 66,700 Reserve Component (RC) Sailors. While end strength declined, we have increased operational availability through the Fleet Response Plan, supported new missions for the joint force, and introduced the Maritime Strategy. This increased demand includes maritime interdiction, riverine warfare, irregular and cyber warfare, humanitarian and disaster relief, an extended individual augmentee requirement in support of the joint force, and now, counter-piracy.

To meet increased demands, maintain required Fleet manning levels with minimal risk, and minimize stress on the force, we have transitioned from a posture of reducing end strength to one of stabilizing the force. We anticipate that we will finish this fiscal year within two percent above our authorized level.

The fiscal year 2010 budget request supports an active component end strength of 328,800. This includes 324,400 in the baseline budget to support Fleet requirements, as well as increased capacity to support the individual augmentee missions. The budget also supports the reversal of the Defense Health Program military-to-civilian conversions as directed by the Congress. The fiscal year 2010 budget also requests contingency funding for individual augmentees supporting the joint force in non-traditional Navy missions. To maintain Fleet readiness, support Combatant Commanders, and to minimize the stress on the force, our Navy must be appropriately resourced to support this operational demand.

I urge Congress to support the following manpower and personnel initiatives:

#### *Recruiting and Retention*

Navy has been successful in attracting, recruiting, and retaining a highly-skilled workforce this fiscal year. The fiscal year 2010 budget positions us to continue that success through fiscal year 2010. We expect to meet our overall officer and enlisted recruiting and retention goals, though we remain focused on critical skills sets, such as health professionals and nuclear operators.

As demand for a professional and technically-trained workforce increases in the private sector, Navy must remain competitive in the marketplace through monetary and non-monetary incentives. Within the health professions, Navy increased several special and incentive pays, and implemented others, targeting critical specialties, including clinical psychology, social work, physician assistant, and mental health nurse practitioners. We are also offering mobilization deferments for officers who immediately transition from active to reserve status. We have increased bonuses and other incentives for nuclear trained personnel to address an increasing demand for these highly-trained and specialized professionals in the private sector.

We continually assess our recruiting and retention initiatives, taking a targeted investment approach, to attract and retain high-performing Sailors. We appreciate Congressional support for the Post-9/11 GI Bill. Navy's goal is to maintain a balanced force, in which seniority, experience, and skills are matched to requirements.

*Total Force Integration*

Navy continues to invest in Navy Reserve recruiting, retention and training while achieving Total Force integration between active and reserve components. The Navy Reserve Force provides mission capable units and individuals to the Navy and Marine Corps team through a full range of operations. Navy's goal is to become a better aligned Total Force in keeping with Department of Defense and Department of the Navy strategic guidance, while providing fully integrated operational support to the Fleet. Navy continues to validate new mission requirements and an associated Reserve Force billet structure to meet future capability requirements. Navy has leveraged incentives to best recruit Sailors within the Total Force and is developing and improving programs and policies that promote a continuum of service through Navy Reserve affiliation upon separating from the active component. Navy is removing barriers to ease transition between active and reserve components and is developing flexible service options and levels of participation to meet individual Sailor ability to serve the Navy throughout a lifetime of service.

*Sailor and Family Continuum of Care*

Navy continues to provide support to Sailors and their families, through a "continuum of care" that covers all aspects of individual medical, physical, psychological, and family readiness. Through an integrated effort between Navy Medicine and Personnel headquarters activities and through the chain of command, our goal is reintegrating the individual Sailor with his or her command, family, and community.

Our Navy and Coast Guard recently signed a memorandum of agreement for the Coast Guard to share the services provided by the Navy Safe Harbor Program. The program is currently comprised of approximately 375 lifetime enrollees and 217 individuals receiving personally-tailored care management. It provides recovery coordination and advocacy for seriously wounded, ill, and injured Sailors and Coast Guardsmen, as well as a support network for their families. We have established a headquarters support element comprised of subject matter expert teams of non-medical care managers and recovery care coordinators, and Reserve surge support to supplement field teams in mass casualty situations.

We have also developed the Anchor Program, which leverages the volunteer services of Navy Reserve members and retirees who assist Sailors in reintegrating with family and community. Navy recently institutionalized our Operational Stress Control (OSC) Program which provides an array of initiatives designed to proactively promote psychological resilience and sustain a culture of psychological health among Sailors and their families. We are developing a formal curriculum which will be integrated into the career training continuum for all Sailors throughout their Navy careers.

*Active and Reserve Wounded, Ill and Injured*

Navy Medicine continues to assess the needs of wounded, ill and injured service members and their families. In 2008, Navy Medicine consolidated all wounded, ill and injured warrior healthcare support with the goal of offering comprehensive implementation guidance, the highest quality and most compassionate care to service members and their families. As of October 2008, 170 additional clinical care managers were assigned to military treatment facilities (MTFs) and ambulatory care clinics caring for approximately 1,800 OIF/OEF casualties. Over 150 clinical medical case managers at Navy MTFs advocate on behalf of wounded warriors and their family members by working directly with the multi-disciplinary medical team caring for the patient.

The Navy recognizes the unique medical and administrative challenges faced by our Reserve Wounded Sailors when they return from deployment, and we know their care cannot end at the Military Treatment Facility (MTF). In 2008, we established two Medical Hold Units responsible for managing all aspects of care for Reserve Sailors in a Medical Hold (MEDHOLD) status. Co-located with MTFs in Norfolk and San Diego, these units are led by Line Officers with Senior Medical Officers supporting for medical issues. Under their leadership, case managers serve as advocates who proactively handle each Sailor's individualized plan of care until all medical and non-medical issues are resolved. We have reduced the numbers of Sailors in the MEDHOLD process and the length of time required to resolve their cases. The RC MEDHOLD program has become the single, overarching program for providing prompt, appropriate care for our Reserve Wounded Sailors.

### *Traumatic Brain Injury (TBI)*

TBI represents the defining wound of OIF/OEF due to the proliferation of improvised explosive devices (IED). The Department of the Navy has implemented a three-pronged strategy to increase detection of TBI throughout the deployment span, which includes mental health stigma reduction efforts, lowering the index of suspicion for TBI symptoms and improving seamless coordination of screening, detection and treatment among line and medical leaders. Navy Medicine continues to expand its efforts to identify, diagnosis and treat TBI. The traumatic stress and brain injury programs at National Naval Medical Center (NNMC) Bethesda, Naval Medical Center San Diego (NMCS), Naval Hospital (NH) Camp Pendleton, and NH Camp Lejeune are collaborating to identify and treat service members who have had blast exposure. Furthermore, Navy Medicine has partnered with the Line community to identify specific populations at risk for brain injury such as front line units, SEALs, and Navy Explosive Ordnance Disposal units.

### *Psychological Health*

The number of new cases of Post Traumatic Stress Disorder (PTSD) in the Navy has increased in the last year, from 1,618 in fiscal year 2007 to 1,788 in fiscal year 2008 and we have expanded our efforts to reach out to service members. We continue to move mental health providers closer to the battlefield and remain supportive of the Psychologist-at Sea program. Incentives for military mental health providers have also increased to ensure the right providers are available. We are actively working to reduce the stigma associated with seeking help for mental health. Our recently established Operational Stress Control (OSC) program implements training and tools that line leadership can use to address stigma. Since inception, OSC Awareness Training, which included mental health stigma reduction, has been provided to over 900 non-mental health care givers and 16,000 Sailors including over 1,395 at Navy's Command Leadership School and Senior Enlisted Academy.

### *Diversity*

We have had great success in increasing our diversity outreach and improving diversity accessions in our ranks. We are committed to a Navy that reflects the diversity of the Nation in all specialties and ranks by 2037. Through our outreach efforts, we have observed an increase in NROTC applications and have increased diverse NROTC scholarship offers by 28 percent. The NROTC class of 2012 is the most diverse class in history and, with your help through nominations, the U.S. Naval Academy class of 2012 is the Academy's most diverse class in history. Our Navy is engaging diversity affinity groups such as the National Society of Black Engineers, Thurgood Marshall College Fund, Society of Hispanic Professional Engineers, American Indian Science and Engineering Society, Mexican American Engineering Society, and the Asian Pacific Islander American Scholarship Fund to increase awareness of the opportunities for service in the Navy. Our engagement includes Flag attendance, junior officer participation, recruiting assets such as the Blue Angels, direct Fleet interaction. We have also established Regional Outreach Coordinators in Atlanta, Chicago, Houston, Los Angeles, and Miami to build Navy awareness in diverse markets.

As we continue to meet the challenges of a new generation, the Navy is already being recognized for our efforts through receipt of the Work Life Legacy Award (Families and Work Institute), the Work Life Excellence Award (Working Mother Media), Most Admired Employer (U.S. Black Engineer and Hispanic Engineer Magazine), and Best Diversity Company (Diversity/Careers in Engineering and IT).

### *Life-Work Integration*

Thank you for your support of our Navy's efforts to balance work and life for our Sailors and their families. You included two important life-work integration initiatives in the fiscal year 2009 National Defense Authorization Act (NDAA) in which our Sailors have consistently expressed strong interest. The NDAA authorized 10 days of paternity leave for a married, active duty Sailor whose wife gives birth to a child, establishing a benefit similar to that available for mothers who receive maternity leave and for parents who adopt a child. The NDAA also included a career intermission pilot program, allowing participating Sailors to leave active duty for up to three years to pursue personal and professional needs, while maintaining eligibility for certain medical, dental, commissary, travel and transportation benefits and a portion of basic pay. In addition to these new authorities, Navy is also exploring other life-work integration initiatives, such as flexible work schedules and telework in non-operational billets through use of available technologies such as Outlook Web Access for e-mail, Defense Connect Online, and Defense Knowledge Online for document storage and virtual meetings. The Virtual Command Pilot, im-

plemented within the Total Force Domain for an initial group of officers, will allow individuals to remain in their current geographic locations while working for parent commands located elsewhere within the United States.

#### *Education*

We recognize the importance both to the individual and to our mission of providing a life-long continuum of learning and development. Education remains a critical component of this continuum. The Navy's Professional Military Education Continuum, with an embedded Joint Professional Military Education (JPME) component, produces leaders skilled in maritime and joint planning. Additionally, we offer several college-focused incentives. Tuition assistance provides funds to individuals to pay for college while serving. The Navy College Fund provides money for college whenever the Sailor decides to end his or her Navy career. The Navy College Program Afloat College Education (NCPACE) provides educational opportunities for Sailors while deployed. Furthermore, officers are afforded the opportunity to pursue advanced education through the Naval Postgraduate School (NPS), NPS distance learning programs, the Naval War College, and several Navy fellowship programs. In addition, our Loan Repayment Program allows us to offer debt relief up to \$65,000 to recruits who enlist after already earning an advanced degree. The Advanced Education Voucher (AEV) program provides undergraduate and graduate off-duty education opportunities to selected senior enlisted personnel as they pursue Navy-relevant degrees. The Accelerate to Excellence (A2E) program, currently in the second year of a three-year pilot, combines two semesters of education completed while in the Delayed Entry Program, one semester of full-time education taken after boot camp, and college credit earned upon completion of "A" school to complete an Associates Degree. The Navy Credentialing Opportunities Online (COOL) program matches rate training and experience with civilian credentials, and funds the costs of credentialing and licensing exams. As of the end of March 2009, there have been more than 35 million visits to the COOL web site, with more than 13,000 certification exams funded and approximately 8,500 civilian certifications attained.

#### CONCLUSION

Despite the challenges we face, I remain optimistic about the future. The men and women, active and reserve, Sailor and civilian, of our Navy are extraordinarily capable, motivated, and dedicated to preserving our national security and prosperity. We are fully committed to the current fight and to ensuring continued U.S. global leadership in a cooperative world. We look forward to the upcoming Quadrennial Defense Review, which will address how we can best use our military forces to meet the complex and dynamic challenges our Nation faces today and will face in the future. We have seen more challenging times and emerged prosperous, secure, and free. I ask Congress to fully support our fiscal year 2010 budget and identified priorities. Thank you for your continued support and commitment to our Navy, and for all you do to make the U.S. Navy a force for good today and in the future.

Chairman INOUE. Now may I call upon the Commandant of the Marine Corps, General Conway.

#### **STATEMENT OF GENERAL JAMES T. CONWAY, COMMANDANT, UNITED STATES MARINE CORPS, DEPARTMENT OF THE NAVY**

General CONWAY. Mr. Chairman, Senator Cochran, Senator Bond: Thank you, sirs, for the opportunity to report to you on your Marine Corps. My pledge, as always, is to provide you with a candid and honest assessment, and I appear before you in that spirit today.

Our number one priority remains your marines in combat. Since testimony before your subcommittee last year, progress in the Anbar Province of Iraq continues to be significant. Indeed, our marines are in the early stages of the most long-awaited phase of operations, the reset of our equipment and the redeployment of the force. Having recently returned from a trip to theater, I'm pleased to report to you that the magnificent performance of our marines and sailors in al-Anbar continues across a whole spectrum of tasks and responsibilities.

In Afghanistan, we have substantially another story, as thus far in 2009 the Taliban have increased their activity. The 2d Marine Expeditionary Brigade, an air-ground task force numbering more than 10,000 marines and sailors, has just assumed responsibility for its battle space under Regional Command South. They're operating primarily in the Helmand Province, where 93 percent of the country's opium is harvested and where the Taliban have been most active.

We are maintaining an effort to get every marine to the fight and today more than 70 percent of your Marine Corps has done so. Yet our force remains resilient, in spite of an average deployment-to-dwell that is slightly better than one to one in most occupational specialties.

We believe retention is a great indicator of the morale of the force and the support of our families. By the halfway point of this fiscal year, we had already met our reenlistment goals for first term marines and for our career force.

Our growth in the active component by 27,000 marines has proceeded and 2½ years now ahead of schedule, with no change to our standards. We have reached the level of 202,100 marines and have found it necessary to throttle back our recruiting efforts. We attribute our accelerated growth to four factors: quality recruiting, exceptional retention levels, reduced attrition, and, not least, a great young generation of Americans who wish to serve their country in wartime.

Our Corps is deeply committed to the care and welfare of our wounded and their families. Our Wounded Warrior Regiment reflects this commitment. We seek through all phases of recovery to assist in the rehabilitation and transition of our wounded, injured or ill, and their families. I would also like to thank those of you on the subcommittee who have set aside your personal time to visit with our wounded warriors.

Secretary Gates seeks to create a balanced U.S. military through the efforts of the Quadrennial Defense Review. We have always believed that the Marine Corps has to be able to play both ways, to be a two-fisted fighter. Our equipment and major programs reflect our commitment to be flexible in the face of uncertainty. That is to say that 100 percent of United States Marine Corps (USMC) procurement can be employed either in a hybrid conflict or in major combat.

Moreover, we seek to remain good stewards of the resources provided by Congress through innovative adaptation of our equipment. The tilt rotor technology of the M-22 Osprey is indicative of this commitment. We are pleased to report that this airframe has continued to exceed our expectations through three successful combat deployments to Iraq and now a fourth aboard ship. Beginning this fall, there will be at least one Osprey squadron in Afghanistan for as long as we have marines deployed there.

The future posture of our Corps includes a realignment of marine forces in the Pacific. As part of the agreement between Tokyo and Washington, we are planning the movement of 8,000 marines off Okinawa to Guam. We support this move. However, we believe the development of training areas and ranges on Guam and the adjoining islands in the Marianas are key prerequisites for the realign-

ment of our forces. We are actively working within the Department of Defense to align USMC requirements with ongoing environmental assessments and political agreements.

Finally, on behalf of your Marine Corps I extend my gratitude for the support that we have received to date. Our great young patriots have performed magnificently and have written their own page in history. They know as they go into harm's way that their fellow Americans are behind them. On their behalf, I thank you for your enduring support. We pledge to spend wisely every dollar you generously provide in ways that contribute to the defense of this great land.

#### PREPARED STATEMENT

Thank you once again for the opportunity to report to you today and I look forward, sir, to your questions.

Chairman INOUE. Thank you very much, Commandant.

[The statement follows:]

#### PREPARED STATEMENT OF JAMES T. CONWAY

##### INTRODUCTION

Chairman Inouye, Senator Cochran, and distinguished Members of the Committee, my pledge to you remains the same—to always provide my forthright and honest assessment of your Marine Corps. The following pages detail my assessment of the current state of our Corps and my vision for its future.

First and foremost, on behalf of all Marines, I extend deep appreciation for your magnificent support of the Marine Corps and our families—especially those warriors currently engaged in Iraq and Afghanistan. Extremists started this war just over 25 years ago in Beirut, Lebanon. Since then, our country has been attacked and surprised repeatedly, at home and abroad, by murderers following an extreme and violent ideology. I am convinced, given the chance, they will continue to kill innocent Americans at every opportunity. Make no mistake, your Marines are honored and committed to stand between this great Nation and any enemy today and in the future. Whether through soft or hard power, we will continue to fight the enemy on their land, in their safe havens, or wherever they choose to hide.

A selfless generation, today's Marines have raised the bar in sacrifice and quality. They know they will repeatedly go into harm's way, and despite this, they have joined and reenlisted at exceptional rates. Exceeding both the Department of Defense and our own high school graduate standards, more than 96 percent of our enlistees in fiscal year 2008 had earned their high school diploma. Furthermore, based on a recent study from the Center for Naval Analyses, we are also retaining higher quality Marines.

The success in Al Anbar directly relates to the quality of our Marines. Several years ago, few would have thought that the conditions we see in Al Anbar today were possible, but rotation after rotation of Marines, Sailors, Soldiers, and Airmen practiced patience, perseverance, and trigger control until the Sunni leadership realized that we were not the enemy. Now, the vast majority of our actions in Al Anbar deal with political and economic issues—the Corps looks forward to successfully completing our part in this initial battle of the Long War.

However, our Marines are professionals and understand there is still much work to be done. As we increase our strength in Afghanistan, Marines and their families are resolved to answer their Nation's call. There are many challenges and hardships that lie ahead, but our Marines embrace the chance to make a difference. For that, we owe them the full resources required to complete the tasks ahead—to fight today's battles, prepare for tomorrow's challenges, and fulfill our commitment to our Marine families.

*Our Marines and Sailors in combat remain my number one priority.*—The resiliency of our Marines is absolutely amazing. Their performance this past year in Iraq and Afghanistan has been magnificent, and we could not be more proud of their willingness to serve our great Nation at such a critical time. Our concerns are with our families; they are the brittle part of the equation, yet through it all, they have continued to support their loved ones with the quiet strength for which we are so grateful.

To fulfill the Marine Corps' commitment to the defense of this Nation, and always mindful of the sacrifices of our Marines and their families that make it possible, our priorities will remain steadfast. These priorities will guide the Corps through the battles of today and the certain challenges and crises in our Nation's future. Our budget request is designed to support the following priorities:

- Right-size the Marine Corps for today's conflict and tomorrow's uncertainty
- Reset the force and prepare for the next contingency
- Modernize for tomorrow to be "the most ready when the Nation is least ready"
- Provide our Nation a naval force fully prepared for employment as a Marine Air Ground Task Force across the spectrum of conflict
- Take care of our Marines and their families
- Posture the Marine Corps for the future

Your support is critical as we continue to reset the force for today and adapt for tomorrow. As prudent stewards of the Nation's resources, we are committed to providing the American taxpayer the largest return on investment. The future is uncertain and invariably full of surprises, but continued support by Congress will ensure a balanced Marine Corps—increasingly agile and capable—ready to meet the needs of our Nation and a broadening set of missions. From humanitarian assistance to large-scale conventional operations, your Marines have never failed this great Nation, and thanks to your steadfast support, they never will.

#### OUR MARINES AND SAILORS IN COMBAT

Our Corps' most sacred resource is the individual Marine. It is imperative to the long-term success of the institution that we keep their well being as our number one priority. Over the past several years, sustained deployments in Iraq, Afghanistan, and across the globe have kept many Marines and Sailors in the operating forces deployed as much as they have been at home station. They have shouldered our Nation's burden and done so with amazing resiliency. Marines understand what is required of the Nation's elite warrior class—to stand up and be counted when the Nation needs them the most. For this, we owe them our unending gratitude.

Marines and their families know that their sacrifices are making a difference, that they are part of something much larger than themselves, and that their Nation stands behind them. Thanks to the continued support of Congress, your Marines will stay resolved to fight and defeat any foe today or in the future.

#### *USMC Operational Commitments*

The Marine Corps is fully engaged in a generational, multi-faceted Long War that cannot be won in one battle, in one country, or by one method. Our commitment to the Long War is characterized by campaigns in Iraq and Afghanistan as well as diverse and persistent engagements around the globe. As of 6 May 2009, there are more than 25,000 Marines deployed to the U.S. Central Command's Area of Responsibility in support of Operations IRAQI FREEDOM (OIF) and ENDURING FREEDOM (OEF). The vast majority are in Iraq; however, we are in the process of drawing down those forces and increasing the number of Marines in Afghanistan.

In Afghanistan, we face an enemy and operating environment that is different than that in Iraq. We are adapting accordingly. Nearly 5,700 Marines are deployed to various regions throughout Afghanistan—either as part of Special Purpose Marine Air Ground Task Force (SPMAGTF)—Afghanistan, 2d Marine Expeditionary Brigade, Marine Special Operations Companies, Embedded Training Teams, or Individual Augments and those numbers will grow substantially. The Embedded Training Teams live and work with the Afghan National Army and continue to increase the Afghan National Army's capabilities as they grow capacity. Other missions outside Afghanistan are primarily in the broader Middle East area, with nearly 2,800 Marines, to include the 13th Marine Expeditionary Unit.

While we recognize the heavy demand in Iraq and Afghanistan, the Marine Corps is very conscious of the need for deployed forces throughout the rest of the globe. As of 6 May 2009, there are roughly 2,800 Marines deployed in the U.S. Pacific Command's Area of Responsibility alone, to include the 31st Marine Expeditionary Unit and a 62-man detachment in the Philippines. More than 100 Marines are deployed in support of Combined Joint Task Force—Horn of Africa in Djibouti. Additionally, the Marine Corps has participated in more than 200 Theater Security Cooperation events, ranging from small mobile training teams to MAGTF exercises in Latin America, Africa, Eastern Europe, and the Pacific.

#### RIGHT-SIZE THE MARINE CORPS

The needs of a Nation at war demanded the growth of our active component by 27,000 Marines. We have had great success and will reach our goal of 202,000 Ma-

rines during fiscal year 2009—more than 2 years earlier than originally forecasted. Solid planning and your continued support will ensure we meet the training, infrastructure, and equipment requirements resulting from this growth. This growth will significantly improve the ability of your Corps to train to the full range of military operations. It will also increase our capacity to deploy forces in response to contingencies and to support security cooperation with our partners, ultimately reducing operational risk and posturing the Corps for continued success in the future.

Before we were funded to grow our force, we were forced into an almost singular focus on preparing units for future rotations and counterinsurgency operations. This narrowed focus and the intense deployment rate of many units weakened our ability to maintain traditional skills, such as amphibious operations, combined-arms maneuver, and mountain warfare. Congressionally-mandated to be “the most ready when the Nation is least ready,” this growth is an essential factor to improve our current deployment-to-dwell ratio and allow our Corps to maintain the sophisticated skills-sets required for today and the future.

In fiscal year 2008, we activated another infantry battalion and increased capacity in our artillery, reconnaissance, engineer, military police, civil affairs, intelligence, and multiple other key units that have seen a significantly high deployment tempo. With your continued support, we will continue to build capacity according to our planned growth.

Improving the deployment-to-dwell ratio for our operating forces will also reduce stress on our Marines and their families. Achieving our goal of a 1:2 deployment-to-dwell ratio for active duty and a 1:5 ratio for Reserves is crucial to the health of our force and our families during this Long War. Our peacetime goal for active duty remains a 1:3 deployment-to-dwell ratio.

#### *Achieving and Sustaining a Marine Corps of 202,000*

The Marine Corps grew by more than 12,000 Marines in fiscal year 2008 and is on pace to reach an active duty end strength of 202,000 by the end of fiscal year 2009—more than 2 years ahead of schedule. We attribute our accelerated growth to four factors: quality recruiting, exceptional retention levels, reduced attrition, and—not least—an incredible generation of young Americans who welcome the opportunity to fight for their country. Our standards remain high, and we are currently ahead of our fiscal year 2009 goal in first term enlistments and are on track with our career reenlistments. Attrition levels are projected to remain at or below fiscal year 2008 rates.

#### *Recruiting*

Recruiting is the strategic first step in making Marines and growing the Corps. With first-term enlistments accounting for more than 70 percent of our end strength increase, our recruiting efforts must not only focus on our overall growth, but also on attracting young men and women with the right character, commitment, and drive to become Marines.

We continue to exceed Department of Defense quality standards and recruit the best of America into our ranks. The Marine Corps achieved over 100 percent of the Active Component accession goal for both officer and enlisted in fiscal year 2008. We also achieved 100 percent of our Reserve component recruiting goals.

#### *Retention*

Retention is a vital complement to recruiting and an indicator of the resiliency of our force. In fiscal year 2008, the Marine Corps achieved an unprecedented number of reenlistments with both the First Term and Career Force. We established the most aggressive retention goals in our history, and our achievement was exceptional. Our 16,696 reenlistments equated to a first-term retention rate of almost 36 percent and a Career Marine retention rate of 77 percent. Through 17 March 2009:

- 7,453 first-term Marines reenlisted, meeting 101.6 percent of our goal. This represents the fastest attainment of a fiscal year first-term reenlistment goal in our history and equates to a retention rate of 31.4 percent retention rate; traditional reenlistments average 6,000 or a retention rate of 24 percent.

- 7,329 Marines who have completed at least two enlistment contracts chose to reenlist again. This number represents 98.2 percent of our goal of 7,464 reenlistments, and a 72.2 percent retention rate among the eligible population.

Our retention success may be attributed to several important enduring themes. First, Marines are motivated to “stay Marine” because they are doing what they signed up to do—fighting for and protecting our Nation. Second, they understand that the Marine Corps culture is one that rewards proven performance. Third, our reenlistment incentives are designed to retain top quality Marines with the most relevant skill sets. The continued support of Congress will ensure continued success.

*The Marine Corps Reserve*

Our Reserves continue to make essential contributions to our Total Force efforts in The Long War, particularly in Iraq and Afghanistan. As we accelerated our build to 202,000 Active Component Marines, we understood that we would take some risk in regards to obtaining our Reserve Component end strength of 39,600. During the 202,000 build-up, we adjusted our accession plans and encouraged our experienced and combat-tested Reserve Marines to transition back to active duty in support of these efforts. They responded in force, and as a result, we came in under our authorized Reserve Component end strength limit by 2,077. As a Total Force Marine Corps, we rely heavily upon the essential augmentation and reinforcement provided by our Reserve Marines. We believe our authorized end strength of 39,600 is appropriate and provides us with the Marines we require to support the force and to achieve our goal of a 1:5 deployment-to-dwell ratio. With the achievement of the 202,000 active duty force, we will refocus our recruiting and retention efforts to achieve our authorized Reserve Component end strength. The bonus and incentives provided by Congress, specifically the authorization to reimburse travel expenses to select members attending drill, will be key tools in helping us accomplish this goal.

*Infrastructure*

The Marine Corps remains on track with installation development in support of our personnel growth. With the continued support of Congress, we will ensure sufficient temporary facilities or other solutions are in place until permanent construction can be completed.

*Military Construction: Bachelor Housing*

Due to previous fiscal constraints, the Marine Corps has routinely focused on critical operational concerns, and therefore we have not built barracks. With your support, we have recently been able to expand our construction efforts and have established a program that will provide adequate bachelor housing for our entire force by 2014. Additional support is required for our fiscal year 2010 program to provide 3,000 new barracks spaces and meet our 2014 goal. We are also committed to funding the replacement of barracks' furnishings on a 7-year cycle as well as the repair and maintenance of existing barracks to improve the quality of life of our Marines.

We are constructing our barracks to a two-person room configuration and assigning our junior personnel (pay grades E1-E3) at two Marines per room. We are a young Service; the majority of our junior Marines are 18-21 years old, and assigning them at two per room helps assimilate them into the Marine Corps culture, while fostering camaraderie and building unit cohesion. As Marines progress to non-commissioned officer rank and take on the added responsibilities of corporal (E4) and sergeant (E5), our intent is to assign them one per room.

*Public Private Venture (PPV) Housing*

The Marine Corps supports the privatization of family housing. To date, the Public Private Venture (PPV) program has been a success story. We have benefited from the construction of quality homes and community support facilities, as well as the vast improvement in maintenance services. PPV has had a positive impact on the quality of life for our Marines and families. The feedback we have received has been overwhelmingly positive.

PPV has been integral to accommodating existing requirements and the additional family housing requirements associated with the growth of our force. By the end of fiscal year 2007, with the support of Congress, the Marine Corps privatized 96 percent of its worldwide family housing inventory. By the end of fiscal year 2010, we expect to complete our plan to privatize 97 percent of our existing worldwide family housing inventory.

We again thank the Congress for its generous support in this area. In fiscal years 2008 and 2009, you provided the funding to construct or acquire nearly 3,000 additional homes and two related Department of Defense Dependent Schools through this program; and by 2014, PPV will result in all of our families being able to vacate inadequate family housing.

RESET THE FORCE

Operations in Iraq and Afghanistan have placed an unprecedented demand on ground weapons systems, aviation assets, and support equipment. These assets have experienced accelerated wear and tear due to the harsh operating environments and have far exceeded the planned peacetime usage rates. Additionally, many equipment items have been destroyed or damaged beyond economical repair. High rates of degraded material condition require the Marine Corps to undergo significant equipment reset for our operational forces and our prepositioning programs. Reset will

involve all actions required to repair, replace, or modernize the equipment and weapons systems that will ensure the Nation's expeditionary force in readiness is well prepared for future missions. We appreciate the generous support of Congress to ensure that Marines have the equipment and maintenance resources they need to meet mission requirements. It is our pledge to be good stewards of the resources you so generously provide.

#### *Reset Costs*

Costs categorized as "reset" meet one of the following criteria: maintenance and supply activities that restore and enhance combat capability to unit and prepositioned equipment; replace or repair equipment destroyed, damaged, stressed, or worn out beyond economic repair; or enhance capabilities, where applicable, with the most up-to-date technology.

Congressional support has been outstanding. Thus far, you have provided more than \$12 billion toward reset. We thank you for this funding; it will help ensure that Marines have the equipment they need to properly train for and conduct combat operations.

#### *Equipment Readiness*

Sustained operations have subjected our equipment to more than a lifetime's worth of wear and tear stemming from mileage, operating hours, and harsh environmental conditions. The additional weight associated with armor plating further exacerbates the challenge of maintaining high equipment readiness. Current Marine Corps policy dictates that as forces rotate in and out of theater, their equipment remains in place. This policy action was accompanied by an increased maintenance presence in theater and has paid great dividends as our deployed ground force readiness remains above 90 percent. While we have witnessed a decrease in supply readiness rates for home station units, the delivery of supplemental procurements is beginning to bear fruit and we expect our readiness rates in supply to rise steadily.

#### *Aviation Equipment and Readiness*

Marine Corps Aviation supports our Marines in combat today while continuing to plan for crisis and contingency operations of tomorrow. Our legacy aircraft are aging, and we face the challenge of maintaining current airframes that have been subjected to heavy use in harsh, austere environments while we transition to new aircraft. Our aircraft have been flying at rates well above those for which they were designed; however, despite the challenge of operating in two theaters, our maintenance and support personnel have sustained a 74.5 percent aviation mission-capable rate for all Marine aircraft over the past 12 months. We must continue to overuse these aging airplanes in harsh environments as we transition forces from Iraq to Afghanistan.

To maintain sufficient numbers of aircraft in squadrons deployed overseas, our non-deployed squadrons have taken significant cuts in available aircraft and parts. Reset and supplemental funding have partially alleviated this strain, but we need steady funding for our legacy airframes as age, attrition, and wartime losses take their toll on our aircraft inventory.

#### *Prepositioning Programs*

Comprised of three Maritime Prepositioning Ships Squadrons (MPSRON) and other strategic reserves, the Marine Corps' prepositioning programs are a critical part of our ability to respond to current and future contingency operations and mitigate risk for the Nation. Each MPSRON, when married with a fly in echelon, provides the equipment and sustainment of a 17,000-man Marine Expeditionary Brigade for employment across the full range of military operations. Withdrawal of equipment from our strategic programs has been a key element in supporting combat operations, growth of the Marine Corps, and other operational priorities. Generous support from the Congress has enabled long-term equipment solutions, and as a result, shortfalls within our strategic programs will be reset as equipment becomes available from industry.

#### *Maritime Prepositioning Squadrons (MPSRON)*

Our MPSRONs will be reset with the most capable equipment possible, and we have begun loading them with capabilities that support lower spectrum operations while still maintaining the ability to generate Marine Expeditionary Brigades capable of conducting major combat operations. The MPSRONs are currently rotating through Maritime Prepositioning Force Maintenance Cycle-9. MPSRON-1 completed MPF Maintenance Cycle-9 in September 2008 and is currently at 86 percent of its full equipment set. As I addressed in my 2008 report, equipment from MPSRON-1 was required to outfit new units standing up in fiscal year 2007 and fiscal year

2008 as part of our end strength increase to 202,000. MPSRON-1 is expected to be fully reset at the completion of its next maintenance cycle in 2011.

MPSRON-2 is currently undergoing its rotation through MPF Maintenance Cycle-9. Equipment from MPSRON-2 was offloaded to support Operation IRAQI FREEDOM and much of that equipment remains committed to forward operations today. With projected deliveries from industry, MPSRON-2 will complete MPF Maintenance Cycle-9 in June 2009 with approximately 90 percent of its planned equipment set. Our intent is to finish the reset of MPSRON-2 when it completes MPF Maintenance Cycle-10 in fiscal year 2012. MPSRON-3 was reset to 100 percent of its equipment set during MPF Maintenance Cycle-8 in March 2007 and remains fully capable.

We are currently in the process of replacing the aging, leased vessels in the Maritime Prepositioning Force with newer, larger, and more flexible government owned ships from the Military Sealift Command fleet. Two decades of equipment growth and recent armor initiatives have strained the capability and capacity of our present fleet—that was designed to lift a Naval Force developed in the early 1980s. As we reset MPF, these changes are necessary to ensure we incorporate hard fought lessons from recent combat operations.

Five of the original 13, leased Maritime Prepositioning Ships will be returned to Military Sealift Command by July 2009. In their place, we are integrating 3 of Military Sealift Command's 19 large, medium-speed, roll-on/roll-off ships (LMSR), a fuel tanker and a container ship into the MPF Program. One LMSR was integrated in September 2008 and two more are planned for January 2010 and January 2011. The fuel tanker and container ship will be incorporated in June 2009. These vessels will significantly expand MPF's capacity and flexibility and will allow us to reset and optimize to meet current and emerging requirements. When paired with our amphibious ships and landing craft, the LMSRs provide us with platforms from which we can develop advanced seabasing doctrine and tactics, techniques, and procedures for utilization by the Maritime Prepositioning Force (Future) program.

#### *Marine Corps Prepositioning Program: Norway*

The Marine Corps Prepositioning Program—Norway (MCPN) was also used to source equipment in support of current operations in both Operations Iraqi and Enduring Freedom and to provide humanitarian assistance in Georgia. The Marine Corps continues to reset MCPN in accordance with our operational priorities while also exploring other locations for geographic prepositioning that will enable combat and theater security cooperation operations in support of forward deployed Naval Forces.

#### MODERNIZE FOR TOMORROW

Surprise is inevitable; however, its potentially disastrous effects can be mitigated by a well-trained, well-equipped, and disciplined force—always prepared for the crises that will arise. To that end and taking into account the changing security environment and hard lessons learned from 7 years of combat, the Marine Corps recently completed an initial review of its Operating Forces' ground equipment requirements. Recognizing that our unit Tables of Equipment (T/E) did not reflect the challenges and realities of the 21st century battlefield, the Corps adopted new T/Es for our operating units. This review was synchronized with our modernization plans and programs, and provided for enhanced mobility, lethality, sustainment, and command and control across the MAGTF. They reflect the capabilities required not only for the Corps' current mission, but for its future employment across the range of military operations, against a variety of threats, and in diverse terrain and conditions. The MAGTF T/E review is an integral part of the critical work being done to reset, reconstitute, and revitalize the Marine Corps.

Additionally, we recently published the Marine Corps Vision and Strategy 2025, which guides our development efforts over the next two decades. Programs such as the Expeditionary Fighting Vehicle and the Joint Strike Fighter are critical to our future preparedness. Congressionally-mandated to be "the most ready when the Nation is least ready," your multi-capable Corps will be where the Nation needs us, when the Nation needs us, and will prevail over whatever challenge we face.

#### *Urgent Needs Process*

The Marine Corps Urgent Needs Process synchronizes abbreviated requirements, resourcing, and acquisition processes in order to distribute mission-critical warfighting capabilities on accelerated timelines. Operating forces use the Urgent Universal Need Statement to identify mission-critical capability gaps and request interim warfighting solutions to these gaps. Subject to statutes and regulations, the abbreviated process is optimized for speed and involves a certain degree of risk with

regard to doctrine, organization, training, materiel, leadership and education, personnel, and facilities integration and sustainment, along with other deliberate process considerations. A Web-based system expedites processing; enables stakeholder visibility and collaboration from submission through resolution; and automates staff action, documentation, and approval. This Web-based system is one of a series of process improvements that, reduced average time from receipt through Marine Requirements Oversight Council decision from 142 days (December 2005 through October 2006) to 85 days (November 2006 through October 2008).

#### *Enhancing Individual Survivability*

We are providing Marines the latest in Personal Protection Equipment (PPE)—such as the Scalable Plate Carrier, Modular Tactical Vest, Lightweight Helmet, and Flame Resistant Organizational Gear (FROG). The Scalable Plate Carrier features a smaller area of coverage to reduce weight, bulk, and heat load for operations at higher elevations like those encountered in Afghanistan. Coupled with the Modular Tactical Vest, the Scalable Plate Carrier provides commanders options to address various mission/threat requirements. Both vests use Enhanced Small Arms Protective Inserts (E-SAPI) and Side SAPI plates and provide the best protection available against a wide variety of small arms threats—including 7.62 mm ammunition.

The current Lightweight Helmet provides a high degree of protection against fragmentation threats and 9 mm bullets, and we continue to challenge industry to develop a lightweight helmet that will stop the 7.62 mm round. The lifesaving ensemble of Flame-Resistant Organizational Gear (FROG) clothing items help to mitigate potential heat and flame injuries to our Marines from improvised explosive devices.

We are also upgrading our Counter Radio-controlled Electronic Warfare (CREW) systems to meet evolving threats. Our Explosive Ordnance Disposal (EOD) equipment has been reconfigured and modernized to be used with CREW systems and has provided EOD technicians the capability of remotely disabling IEDs.

#### *Marine Aviation Plan*

The fiscal year 2009 Marine Aviation Plan provides the way ahead for Marine Aviation through fiscal year 2018, with the ultimate long-range goal of fielding an all-short-takeoff/vertical landing aviation force by 2025. We will continue to transition from our 12 legacy aircraft models to six new airframes and expand from 64 to 69 flying squadrons while adding 565 officers and more than 4,400 enlisted Marines.

#### *Joint Strike Fighter (JSF)*

The F-35 Lightning II, Joint Strike Fighter, will provide the Marine Corps with an affordable, stealthy, high performance, multi-role jet aircraft to operate in the expeditionary campaigns of the future. The JSF acquisition program was developed using the concept of cost as an independent variable (CAIV), which demands affordability, aggressive management, and preservation of the warfighting requirement. The F-35B's cutting edge technology and STOVL design offer greater safety, reliability, and lethality than today's tactical aircraft.

This aircraft will be the centerpiece of Marine Aviation. Our program of record is to procure 420 aircraft (F-35B, STOVL). Our first flight of the STOVL variant was conducted in the summer of 2008, and the manufacture of the first 19 test aircraft is well under way, with assembly times better than planned. We will reach initial operational capability in 2012, with a standing squadron ready to deploy.

#### *MV-22 Osprey*

The MV-22 is the vanguard of revolutionary assault support capability and is currently replacing our aged CH-46E aircraft. In September 2005, the MV-22 Defense Acquisition Board approved Full Rate Production, and MV-22 Initial Operational Capability was declared on 1 June 2007, with a planned transition of two CH-46E squadrons per year thereafter. We have 90 operational aircraft, a quarter of our planned total of 360. These airframes are based at Marine Corps Air Station New River, North Carolina; and Pawtuxet River, Maryland. Recently, we welcomed back our third MV-22 squadron from combat. By the end of fiscal year 2009, we will have one MV-22 Fleet Replacement Training Squadron, one test squadron, and six tactical VMM squadrons.

The MV-22 program uses a block strategy in its procurement. Block A aircraft are training aircraft and Block B are operational aircraft. Block C aircraft are operational aircraft with mission enhancements that will be procured in fiscal year 2010 and delivered in fiscal year 2012.

Teaming with Special Operations Command, we are currently on contract with BAE systems for the integration and fielding of a 7.62mm, all aspect, crew served, belly mounted weapon system that will provide an enhanced defensive suppressive

fire capability. Pending successful developmental and operational testing we expect to begin fielding limited numbers of this system later in 2009.

This aircraft, which can fly higher, faster, farther, and longer than the CH-46, provides dramatically improved support to the MAGTF and our Marines in combat. On deployments, the MV-22 is delivering Marines to and from the battlefield faster, ultimately saving lives with its speed and range. Operating from Al Asad, the MV-22 can cover the entire country of Iraq. The Marine Corps asked for a transformational assault support aircraft—and Congress answered.

#### *KC-130J Hercules*

The KC-130J Hercules is the workhorse of Marine aviation, providing state-of-the-art, multi-mission capabilities; tactical aerial refueling; and fixed-wing assault support. KC-130Js have been deployed in support of Operations IRAQI FREEDOM and ENDURING FREEDOM and are in heavy use around the world.

The success of the aerial-refuelable MV-22 in combat is tied to the KC-130J, its primary refueler. The forced retirement of the legacy KC-130F/R aircraft due to corrosion, fatigue life, and parts obsolescence requires an accelerated procurement of the KC-130J. In addition, the Marine Corps will replace its 28 reserve component KC-130T aircraft with KC-130Js, simplifying the force to one Type/Model/Series. The Marine Corps is continuing to plan for a total of 79 aircraft, of which 34 have been delivered.

In response to urgent requests from Marines currently engaged in combat in Afghanistan, additional capabilities are being rapidly fielded utilizing existing platforms and proven systems to enhance intelligence, surveillance, and reconnaissance (ISR) as well as fire support capability. The ISR/Weapon Mission Kit being developed for use onboard the KC-130J will enable the MAGTF commander to take advantage of the Hercules' extended endurance to provide persistent over-watch of ground units in a low-threat environment. A targeting sensor coupled with a 30mm cannon, Hellfire missiles, and/or standoff precision guided munitions will provide ISR coverage with a sting. Additionally, this added capability will not restrict or limit the refueling capability of the KC-130J. The USMC is rapidly pursuing fielding of the first two kits to support operations in Afghanistan in 2009.

#### *H-1 Upgrade*

The H-1 Upgrade Program (UH-1Y/AH-1Z) resolves existing operational UH-1N power margin and AH-1W aircrew workload issues while significantly enhancing the tactical capability, operational effectiveness, and sustainability of our attack and utility helicopter fleet. Our Vietnam-era UH-1N Hueys are reaching the end of their useful life. Due to airframe and engine fatigue, Hueys routinely take off at their maximum gross weight with no margin for error. Rapidly fielding the UH-1Y remains a Marine Corps aviation priority and was the driving force behind the decision to focus on UH-1Y fielding ahead of the AH-1Z. Three UH-1Ys deployed aboard ship with a Marine Expeditionary Unit in January of 2009.

Twenty production H-1 aircraft (14 Yankee and 6 Zulu) have been delivered. Operation and Evaluation Phase II commenced in February 2008, and as expected, showcased the strengths of the upgraded aircraft. Full rate production of the UH-1Y was approved during the fourth quarter fiscal year 2008 at the Defense Acquisition Board (DAB) with additional Low Rate Initial Production (LRIP) aircraft approved to support the scheduled fleet introduction of the AH-1Z in the first quarter of fiscal year 2011.

#### *CH-53K*

The CH-53K is a critical ship-to-objective maneuver and seabasing enabler; it will replace our CH-53E, which has been fulfilling our heavy lift requirements for over 20 years. The CH-53K will be able to transport 27,000 pounds externally to a range of 110 nautical miles, more than doubling the CH-53E lift capability under similar environmental conditions while maintaining the same shipboard footprint. Maintainability and reliability enhancements of the CH-53K will significantly decrease recurring operating costs and will radically improve aircraft efficiency and operational effectiveness over the current CH-53E. Additionally, survivability and force protection enhancements will dramatically increase protection for aircrew and passengers; thereby broadening the depth and breadth of heavy lift operational support to the joint task force commander. Initial Operational Capability for the CH-53K is scheduled for fiscal year 2015. Until then, we will upgrade and maintain our inventory of CH-53Es to provide heavy lift capability in support of our warfighters.

#### *Unmanned Aerial Systems (UAS)*

When fully fielded, the Corps' Unmanned Aerial Systems will be networked through a robust and interoperable command and control system that provides com-

manders an enhanced capability applicable across the spectrum of military operations. Revolutionary systems, such as those built into the Joint Strike Fighter, will mesh with these UAS to give a complete, integrated picture of the battlefield to ground commanders.

Our Marine Expeditionary Forces have transitioned our Unmanned Aerial Vehicle Squadrons (VMU) to the RQ-7B Shadow; reorganized the squadrons' force structure to support detachment-based flexibility (operating three systems versus one for each squadron); and are preparing to stand up our fourth active component VMU squadron. The addition of a fourth VMU squadron is critical to sustaining operations by decreasing our deployment-to-dwell ratio—currently at 1:1—to a sustainable 1:2 ratio. This rapid transition and reorganization, begun in January 2007, will be complete by the middle of fiscal year 2010.

In Iraq and Afghanistan, the Marine Corps is currently using an ISR Services contract to provide Scan Eagle systems to our forces, but we anticipate fielding Small Tactical UAS (STUAS), a combined Marine Corps and Navy program, in fiscal year 2011 to fill that void at the regiment and Marine Expeditionary Unit (MEU) level. In support of battalion-and-below operations, the Marine Corps is transitioning from the Dragon Eye to the joint Raven-B program.

#### *Airborne Electronic Attack (AEA)*

The EA-6B remains the premier electronic warfare platform within the Department of Defense. The Marine Corps is fully committed to the Prowler. While the Prowler continues to maintain a high deployment tempo, supporting operations against new and diverse irregular warfare threats, ongoing structural improvements and the planned Improved Capabilities III upgrades will enable us to extend the aircraft's service life through 2018.

Beyond the Prowler, the future of electronic warfare for the Marine Corps will be comprised of a networked system-of-systems. The constituent components of this network include the F-35B Joint Strike Fighter, Unmanned Aerial Systems, Intelligence, Surveillance, and Reconnaissance pods and payloads, the Next Generation Jammer (NGJ), and ground systems already fielded or under development. Our future vision is to use the entire array of electronic warfare capabilities accessible as part of the distributed electronic warfare network. This critical and important distinction promises to make Marine Corps electronic warfare capabilities accessible, available, and applicable to all MAGTF and joint force commanders.

#### *Ground Tactical Mobility Strategy*

The Army and Marine Corps are leading the Services in developing the right tactical wheeled vehicle fleets for the joint force. Through a combination of resetting and replacing current systems and developing several new vehicles, our work will provide the joint force with vehicles of appropriate expeditionary mobility, protection level, payload, transportability, and sustainability. As we develop new vehicles, it is imperative that our ground tactical vehicles provide adequate protection while still being sized appropriately for an expeditionary force.

#### *Expeditionary Fighting Vehicle (EFV)*

The EFV is the cornerstone of the Nation's forcible entry capability and the Marine Corps is in a period of critical risk until the EFV is fielded. Based on current and future threats, amphibious operations must be conducted from over the horizon and at least 25 nautical miles at sea. The EFV is the sole sea-based, surface oriented vehicle that can project combat power from the assault echelon over the horizon to the objective. EFVs are specifically suited to maneuver operations from the sea and sustained operations ashore. It will replace the aging Assault Amphibious Vehicle, which has been in service since 1972. Complementary to our modernized fleet of tactical vehicles, the EFV's amphibious mobility, day and night lethality, enhanced force protection capabilities, and robust communications will substantially improve joint force capabilities.

During the program's Nunn-McCurdy restructure in June 2007, the EFV was certified to Congress as essential to National security. EFV System Development and Demonstration was extended 4½ years to allow for design reliability. The EFV program successfully released a Critical Design Review in the first quarter of fiscal year 2009 during a capstone event that assessed the EFV design as mature with a predicted reliability estimate of 61 hours mean time between operational mission failures greatly exceeding the exit criteria of 43.5 hours. These improvements will be demonstrated during the Developmental Test and Operational Test phases starting second quarter fiscal year 2010 on the seven new EFV prototypes currently being manufactured at the Joint Services Manufacturing Center in Lima, Ohio. The Low Rate Initial Production decision is programmed for fiscal year 2012. The cur-

rent acquisition objective is to produce 573 EFVs. Initial Operational Capability is scheduled for 2015 and Full Operational Capability is scheduled for 2025.

*Mine Resistant Ambush Protected (MRAP) Vehicles*

The Marine Corps is executing this joint urgent requirement to provide as many highly survivable vehicles to theater as quickly as possible. In November 2008, the Joint Requirements Oversight Council established a new 16,238-vehicle requirement for all Services and SOCOM. The current Marine Corps requirement of 2,627 vehicles supports our in-theater operations and home station training and was satisfied in June 2008. We are currently developing modifications that will provide for greater off-road mobility and utility in an Afghan environment in those vehicles that have been procured.

*Vehicle Armoring*

The evolving threat environment requires proactive management of tactical wheeled vehicle programs in order to provide Marine warfighters with the most well protected, safest vehicles possible given technological limitations. Force protection has always been a priority for the Marine Corps. We have fielded a Medium Tactical Vehicle Replacement (MTVR) Armor System for the MTVR; Fragmentation Armor Kits for the High Mobility Multipurpose Wheeled Vehicles (HMMWV); Marine Armor Kits (MAK) armor for the Logistics Vehicle System (LVS); and the Mine Resistant Ambush Protected (MRAP) vehicles. We have developed increased force protection upgrades to the MTVR Armor System, safety upgrades for the HMMWVs, and are developing improved armor for the Logistics Vehicle System. We will continue to work with the Science & Technology community and with our sister Services to develop and apply technology as required to address force protection. Congressional support for our force protection efforts has been overwhelming, and we ask that Congress continue their life-saving support in the coming years.

*Marine Air Ground Task Force (MAGTF) Fires*

In 2007, we initiated "The MAGTF Fires Study." This study examined the current organic fire support of the MAGTF to determine the adequacy, integration, and modernization requirements for ground, aviation, and naval surface fires. The study concluded that the MAGTF/Amphibious Task Force did not possess an adequate capability to engage moving armored targets and to achieve a volume of fires in all weather conditions around the clock. This deficiency is especially acute during Joint Forcible Entry Operations. We are currently conducting a study with the Navy to analyze alternatives for meeting our need for naval surface fires during this phase. Additionally, we performed a supplemental historical study using Operation IRAQI FREEDOM data to examine MAGTF Fires across the range of military operations. These studies reconfirmed the requirement for a mix of air, naval surface, and ground-based fires as well as the development of the Triad of Ground Indirect Fires.

*Triad of Ground Indirect Fires*

The Triad of Ground Indirect Fires provides for complementary, discriminating, and non-discriminating fires that facilitate maneuver during combat operations. The Triad requires three distinct systems to address varying range and volume requirements. Offering improved capabilities and mobility, the M777 is a medium-caliber artillery piece that is currently replacing the heavy and aged M198 Howitzer. The High Mobility Artillery Rocket System is an extended range, ground-based rocket capability that provides precision and volume fires. The Expeditionary Fire Support System (EFSS) is a towed 120mm mortar. It will be the principal indirect fire support system for heli-borne and tilt rotor-borne forces executing Ship-to-Objective Maneuver. When paired with an Internally Transportable Vehicle, the EFSS can be transported aboard MV-22 Osprey and CH-53E aircraft. EFSS-equipped units will have immediately responsive, organic indirect fires at ranges beyond those of current infantry battalion mortars. Initial operational capability is planned in 2009 with full operational capability expected for fiscal year 2012.

*Naval Surface Fire Support*

In the last year, the Naval Services have focused on reinvigorating our strategy for building naval surface fire support capable of engaging targets at ranges consistent with our Ship-to-Objective Maneuver concept. In March 2008, the Extended Range Guided Munition development effort, which was designed to provide naval gunfire at ranges up to 53 nautical miles, was cancelled due to numerous technical and design flaws. The DDG 1000 program, which provides for an Advanced Gun System firing the Long Range Land Attack Projectile 70 nautical miles as well as for the Dual Band RADAR counter-fire detection capability, was truncated as priorities shifted to countering an emerging ballistic missile threat. As a result, the Ma-

rine Corps and Navy are committed to re-evaluating methods for providing required naval fires.

#### *Aviation Fires*

Marine aviation is a critical part of the MAGTF fires capability. The Joint Strike Fighter will upgrade missile and bomb delivery, combining a fifth-generation pilot-aircraft interface, a 360-degree view of the battlefield, and a new generation of more lethal air-delivered ordnance coming online through 2025. Systems, such as Strikelink, will mesh forward air controllers with pilots and infantry officers at all levels. Laser and global positioning systems will provide terminal phase precision to less-accurate legacy bombs, missiles and rockets, providing more-lethal, all-weather aviation fires.

#### *Infantry Weapons*

We are also developing infantry weapons systems based on our combat experience and supporting studies. These systems not only support the current fight, but also posture Marines to respond across the full spectrum of war. Our goals include increased lethality and combat effectiveness, reduced weight, improved modularity, and integration with other combat equipment. The Marine Corps and Army are co-leading a joint Service capabilities analysis in support of future developments.

The M16A4 and the M4 carbine are collectively referred to as the Modular Service Weapon. While both weapons have proven effective and reliable in combat operations, we must continually seek ways of improving the weapons with which we equip our warriors. With that in mind, we are re-evaluating current capabilities and determining priorities for a possible future service rifle and pistol.

We are in the process of acquiring the Infantry Automatic Rifle, which is shorter and lighter than the M249 Squad Automatic Weapon and will enable the automatic rifleman to keep pace with the fire team while retaining the capability to deliver accurate and sustained automatic fire in all tactical environments. The Infantry Automatic Rifle will increase the lethality of our rifle squads while reducing logistical burden.

The Marine Corps is also upgrading its aging Shoulder-launched Multipurpose Assault Weapon (SMAW) with a lighter launcher and enhanced targeting and fire control. In concert with this, we are developing a "fire from enclosure" rocket that will enable Marines to fire the SMAW from within a confined space.

#### *Non-lethal Weapons*

Our joint forces will continue to operate in complex security environments where unintended casualties and infrastructure damage will work against our strategic goals. Therefore, our warfighters must have the capability to respond using both lethal and non-lethal force. As the Executive Agent for the Department of Defense Non-Lethal Weapons Program, the Marine Corps oversees and supports joint Service operational requirements for non-lethal weapons and their development to meet identified capability gaps. Our efforts extend across the globe, as reflected by the Department of Defense's engagement with the North Atlantic Treaty Organization in identifying emerging non-lethal capabilities. Directed-energy technology is proving to hold much promise for the development of longer-range, more effective non-lethal weapons. Non-lethal weapon applications will provide new options for engaging personnel, combating small boat threats, and stopping vehicles, and are critical to our success against today's hybrid threats.

#### *Command and Control*

The Marine Corps' Command and Control Harmonization Strategy articulates our goal of delivering seamless support to Marines. We are taking the best of emerging technologies to build an integrated set of capabilities that includes the Common Aviation Command and Control System (CAC2S), Joint Tactical Radio System, Very Small Aperture Terminal, the Combat Operations Center (COC), Joint Tactical COP Workstation, and Blue Force tracking system.

#### *Combat Operations Center (COC)*

By 2010, the MAGTF Combat Operations Center capability will integrate air and ground tactical situations into one common picture. The COC program has a current Authorized Acquisition Objective of 260 systems, of which 242 are COCs supporting regimental/group-size and battalion/squadron-size operating forces. As of 1 May 2009, 22 COCs have been deployed overseas in support of units participating in Operation IRAQI FREEDOM; 16 COCs are deployed in support of Operation ENDURING FREEDOM. COC systems will eventually support the warfighter from the Marine Expeditionary Force-level to the company-level and below.

#### *Marine Corps Enterprise Network (MCEN)*

The Marine Corps Enterprise Network (MCEN) enables the Marine Corps' warfighters and business domains to interface with joint forces, combatant commands, and the other Services on our classified and unclassified networks.

To meet the growing demands for a modern, networked force, the Marine Corps, as part of a Department of Navy-led effort, is transitioning its Non-Secure Internet Protocol Routing Network (NIPRNET) from the contract owned and contract operated Navy-Marine Corps Intranet (NMCI) to a government owned and government operated Next Generation Enterprise Network (NGEN). This transition will provide the Marine Corps unclassified networks increased security, control, and flexibility.

The Marine Corps continues to invest in the expansion and enhancement of our Secret Internet Protocol Routing Network (SIPRNET) to ensure a highly secure and trusted classified network that meets our operational and intelligence requirements.

The Marine Corps has enhanced its security posture with a defense-in-depth strategy to respond to cyber threats while maintaining network accessibility and responsiveness. This layered approach, aligned with Department of Defense standards, provides the Marine Corps networks that support our warfighting and business operations while protecting the personal information of our Marines, Sailors, and their families.

#### *Intelligence, Surveillance, and Reconnaissance (ISR)*

We continue to improve the quality, timeliness, and availability of actionable intelligence through implementation of the Marine Corps Intelligence, Surveillance, and Reconnaissance Enterprise (MCISR-E). This approach incorporates Marine Corps ISR capabilities into a flexible framework that enables us to collect, analyze, and rapidly exchange information necessary to facilitate increased operational tempo and effectiveness. Through development of the Distributed Common Ground System—Marine Corps (DCGS-MC), the enterprise will employ fully integrated systems architecture compliant with joint standards. This will allow our units to take advantage of joint, national, interagency, and coalition resources and capabilities, while making our intelligence and combat information available to the same. MCISR-E will integrate data from our ground and aerial sensors as well as from non-traditional intelligence assets, such as from battlefield video surveillance systems, Joint Strike Fighter sensors, and unit combat reports. This will enhance multi-discipline collection and all-source analytic collaboration. Additionally, MCISR-E will improve interoperability with our command and control systems and facilitate operational reach-back to the Marine Corps Intelligence Activity and other organizations.

Recent growth in intelligence personnel permitted us to establish company-level intelligence cells, equipped with the tools and training to enable every Marine to be an intelligence collector and consumer. This capability has improved small unit combat reporting and enhanced operational effectiveness at all levels. Collectively, these efforts provide an adaptive enterprise that supports Marine Air-Ground Task Force intelligence requirements across the full range of military operations.

#### *Improved Total Life Cycle Management*

To assure effective warfighting capabilities, we are improving the Total Life Cycle Management of ground equipment and weapons systems. Overall mission readiness will be enhanced through the integration of the Total Life Cycle Management value stream with clear aligned roles, responsibilities, and relationships that maximize the visibility, supportability, availability, and accountability of ground equipment and weapons systems.

This will be accomplished through the integration of activities across the life cycle of procuring, fielding, sustaining, and disposing of weapon systems and equipment. Some of the expected benefits include:

- “Cradle to grave” material life cycle management capability
- Clearly defined roles and responsibilities for life cycle management across the enterprise
- Availability of reliable fact-based information for decision making
- Full cost visibility
- Full asset visibility
- Standardized processes and performance metrics across the enterprise
- Improved internal management controls

#### *Water and Energy Conservation*

The Marine Corps believes in good stewardship of water and energy resources aboard our installations. In April 2009, we published our Facilities Energy & Water Management Campaign Plan, which includes the steps we are taking to reduce

greenhouse gas emissions and our dependence on foreign oil. In our day-to-day operations and long-term programs, we intend to reduce the rate of energy use in existing facilities, increase energy efficiency in new construction and renovations, expand the use of renewable resources, reduce usage rates of water on our installations, and improve the security and reliability of energy and water systems.

#### A NAVAL FORCE, FOR EMPLOYMENT AS A MAGTF

Your Corps provides the Nation a multi-capable naval force that operates across the full range of military operations. The Navy, Marine Corps, and Coast Guard will soon publish the Naval Operations Concept 2009 (NOC 09). This publication describes how, when, and possibly where U.S. naval forces will prevent conflict—and/or prevail in war—as part of a maritime strategy. In this era of strategic uncertainty, forward deployed naval forces are routinely positioned to support our national interests. The ability to overcome diplomatic, geographic, and anti-access impediments anywhere on the globe is a capability unique to naval forces. Our strategies and concepts address the following requirements: The ability to maintain open and secure sea lines of communication for this maritime nation; the ability to maneuver over and project power from the sea; the ability to work with partner nations and allies to conduct humanitarian relief or non-combatant evacuation operations; and the ability to conduct sustained littoral operations along any coastline in the world. These strategies and concepts highlight the value of naval forces to the Nation and emphasize the value of our Marine Corps-Navy team.

#### *Seabasing*

The ability to operate independently from the sea is a core capability of the Navy and Marine Corps. Seabasing is our vision of future joint operations from the sea. Seabasing is the establishment of a port, an airfield, and a replenishment capability at sea through the physical coupling and interconnecting of ships beyond the missile range of the enemy. We believe sea-based logistics, sea-based fire support, and the use of the ocean as a medium for tactical and operational movement will permit our expeditionary forces to move directly from their ships to the objectives—on the shoreline or far inland. From that base at sea—with no footprint ashore—we will be able to conduct the full range of operations, from forcible entry to disaster relief or humanitarian assistance.

#### *Forcible Entry*

Naval forces afford the Nation's only sustainable forcible entry capability. Two Marine Expeditionary Brigades (MEBs) constitute the assault echelon of a sea-based Marine Expeditionary Force. Each MEB assault echelon requires 17 amphibious warfare ships—resulting in an overall ship requirement of 34 operationally available amphibious warfare ships. In order to meet a 34-ship availability rate based on a Chief of Naval Operations approved maintenance factor of 10 percent (not available for deployment), this calls for an inventory of 38 amphibious ships. This amphibious fleet must be composed of not less than 11 amphibious assault ships (LHA/LHD), 11 amphibious transport dock ships (LPD-17 class), and 12 dock landing ships (LSD), with 4 additional amphibious ships, which could be either LPDs or LSDs. This arrangement accepts a degree of risk but is feasible if the assault echelons can be rapidly reinforced by the Maritime Prepositioning Force (future). The Navy and Marine Corps agreed to this requirement for 38 amphibious warfare ships.

#### *LPD-17*

The recent deployment of the first of the San Antonio-class amphibious warfare ship demonstrates the Navy's commitment to a modern expeditionary power projection fleet that will enable our naval force to operate across the spectrum of conflict. It is imperative that, at a minimum, 11 of these ships be built to support the 2.0 MEB assault echelon amphibious lift requirement. Procurement of the 10th and 11th LPD remains one of our highest priorities. The Marine Corps recognizes and appreciates the support Congress has provided in meeting the requirement for 11 LPD-17 ships.

To assist the Navy in transitioning to an optimum number and types of common hull forms, the LPD-17 remains the leading candidate for replacing the dock landing ships (LSD). Constructing new amphibious ships based on the incremental refinement of common hull forms will greatly enhance our ability to meet evolving MAGTF lift requirements. Critical to this strategy is the development of a ship-building schedule that will provide a smooth transition from legacy ship decommissioning to new ship delivery, minimizing operational risk while driving costs down.

Today and in the future, LPD-17 class ships will play a key role by forward deploying Marines and their equipment to execute global commitments throughout all phases of engagement. The ship's flexible, open-architecture design will facilitate expanded force coverage and decrease reaction times of forward deployed Marine Expeditionary Units. It will also offer the capacity to maintain a robust surface assault and rapid off-load capability in support of combatant commander forward presence and warfighting requirements.

#### *LHA(R)/LH(X)*

A holistic amphibious shipbuilding strategy must ensure that our future warfighting capabilities from the sea are fully optimized for both vertical and surface maneuver capabilities. The MV-22 and Joint Strike Fighter, combined with CH-53 K and the UH-1 Y/Z, will provide an unparalleled warfighting capacity for the combatant commanders. Two Amphibious Assault (Replacement) (LHA(R)) ships with enhanced aviation capabilities will replace two of the retiring Amphibious Assault (LHA) class ships and join the eight LHD class amphibious assault ships. The LHA(R) design traded surface warfare capabilities to provide enhanced aviation hangar and maintenance spaces to support aviation maintenance, increase jet fuel storage and aviation ordnance magazines, and increase aviation sortie generation rates.

Operational lessons learned and changes in future operational concepts have caused changes in MAGTF equipment size and weight and have reinforced the requirement for amphibious ships with flexible surface interface capabilities. The Marine Corps remains committed to meeting the long-standing requirement for simultaneous vertical and surface maneuver capabilities from the seabase. Toward that end, follow-on big deck amphibious ship construction to replace LHAs will incorporate surface interface capabilities while retaining significant aviation enhancements of the LHA Replacement ship.

#### *Maritime Prepositioning Force (Future)*

The Maritime Prepositioning Force (Future) (MPF(F)) is a key Seabasing enabler and will build on the success of the legacy Maritime Prepositioning Force program. MPF(F) will provide support to a wide range of military operations, from humanitarian assistance to major combat operations, with improved capabilities such as at-sea arrival and assembly; selective offload of mission sets; persistent, long-term, sea-based sustainment; and at-sea reconstitution. The squadron is designed to provide combatant commanders a highly flexible operational and logistics support capability to meet widely varied expeditionary missions ranging from reinforcing and supporting the assault echelon during Joint Forcible Entry Operations to conducting independent operations throughout the remaining range of military operations. The squadron will preposition a single MEB's critical equipment and sustainment capability for delivery from the sea base without the need for established infrastructure ashore.

The Acting Secretary of the Navy, the Chief of Naval Operations, and the Commandant of the Marine Corps approved MPF(F) squadron capabilities and ship composition in May 2005, as documented in the MPF(F) Report to Congress on 6 June 2005. Those required capabilities and ship composition remain fully valid today in meeting the full range of combatant commander mission requirements. The MPF(F) squadron is designed to be comprised of three aviation-capable ships, three modified Large Medium-Speed Roll-on/roll-off ships (LMSR), three Dry Cargo/Ammunition (T-AKE) supply ships, three Mobile Landing Platforms, and two legacy dense-packed (T-AK) ships.

#### *MPF(F) Aviation Capable Ships: "An Airfield Afloat"*

MPF(F) aviation-capable ships are the key Seabasing enablers that set it apart from legacy prepositioning programs. These ships are multifaceted enablers that are vital to the projection of forces from the seabase, offering a new level of operational flexibility and reach. MPF(F) aviation capable ships contain the MEB's command and control nodes as well as medical capabilities, vehicle stowage, and berthing for the MEB. They serve as a base for rotary wing/tilt-rotor aircraft, thus supporting the vertical employment of forces to objectives up to 110 nautical miles from the sea base as well as surface reinforcement via the LHD well deck. These ships allow for the stowage, operation, arming, control, and maintenance of aircraft in the seabase, which directly allows for the vertical and surface employment, projection, and sustainment of forces ashore.

Without these ships, the MPF(F) squadron would have to compensate for the necessary operational capabilities and lift capacities, increasing the number of ships, modifying the remaining platforms in the squadron, and/or accepting significant ad-

ditional operational risk in areas such as vertical maneuver, command and control, and medical.

*Mobile Landing Platform (MLP): "A Pier in the Ocean"*

The Mobile Landing Platform (MLP) is perhaps the most flexible platform in the MPF(F) squadron. MLP will provide at-sea vehicle, equipment, and personnel transfer capabilities from the Large Medium Speed Roll-on/Roll-off ship (LMSR) to air-cushioned landing craft via the MLP's vehicle transfer system currently under development. The MLP also provides organizational and intermediate maintenance that enables the surface employment of combat ready forces from over the horizon. In short, the MLP is a highly flexible, multi-purpose intermodal capability that will be a key interface between wide varieties of seabased platforms. Instead of ships and lighters going to a terminal on shore, they will conduct at-sea transfers of combat-ready personnel, vehicles, and equipment to and from the MPF(F).

Beyond its critical role within the MPF(F) squadron, the MLP also serves as the crucial joint interface platform with other Services and coalition partners. The MLP will possess an enhanced container-handling capability, allowing it to transfer containerized sustainment from military and commercial ships to forces ashore.

*Dry Cargo/Ammunition Ship (T-AKE): "A Warehouse Afloat"*

The Dry Cargo/Ammunition Ship (T-AKE) is a selectively off-loadable, afloat warehouse ship that is designed to carry dry, frozen, and chilled cargo, ammunition, and limited cargo fuel. It is a versatile supply platform with robust underway replenishment capabilities for both dry and wet cargo that can re-supply other ships in the squadron and ground forces as required. Key holds are reconfigurable for additional flexibility. It has a day/night capable flight deck. The squadron's three T-AKEs will have sufficient dry cargo and ammunition capacities to provide persistent sustainment to the Marine Expeditionary Brigade operating ashore. The cargo fuel—in excess of a million gallons—will greatly contribute to sustaining the forces ashore. These ships can support the dry cargo and compatible ammunition requirements of joint forces and are the same ship class as the Combat Logistics Force T-AKE ships.

*Large Medium-Speed Roll-on / Roll-off (LMSR) Ship: "Assembly at Sea"*

A Large Medium Speed Roll on/Roll off ship (LMSR) platform will preposition MEB assets and will enable at-sea arrival and assembly operations and selective off-load operations. Expansive vehicle decks and converted cargo holds will provide sufficient capacity to stow the MEB's vehicles, equipment, and supplies in an accessible configuration. This, combined with selective offload via the MLP's vehicle transfer system, will permit at-sea arrival and assembly operations within the ship. The LMSR will have sufficient berthing for assembly and integration of MEB personnel and associated vehicles and equipment. LMSR modifications will include two aviation operating spots, underway replenishment equipment, a controlled assembly area, and ordnance magazines and elevators. Specific modifications, such as the side port hatch design and inclusion of anti-roll tanks, will facilitate employing the MLP's vehicle transfer system with the MPF(F) LMSR during seabased operations. The LMSR will also have dedicated maintenance areas capable of supporting organizational intermediate maintenance activities for all ground combat equipment.

OUR MARINES AND FAMILIES

While our deployed Marines never question the need or ability to live in an expeditionary environment and harsh climates, they have reasonable expectations that their living quarters at home station will be clean and comfortable. Those who are married want their families to enjoy quality housing, schools, and family support. It is a moral responsibility for us to support them in these key areas. A quality of life survey we conducted in late 2007 reflected that despite the current high operational tempo, Marines and spouses were satisfied with the support they receive from the Marine Corps. Marines make an enduring commitment to the Corps when they earn the title Marine. In turn, the Corps will continue its commitment to Marines and their families. We extend our sincere appreciation for Congress' commitment to this Nation's wounded warriors and their direction for the establishment of Centers of Excellence within the Department of Defense that address Traumatic Brain Injury, Post-traumatic Stress Disorder, eye injuries, hearing loss, and a joint Department of Defense/Department of Veterans Affairs Center addressing loss of limbs.

#### *Family Readiness Programs*

Last year, we initiated a multi-year plan of action to put our family support programs on a wartime footing. We listened to our families and heard their concerns. We saw that our commanders needed additional resources, and we identified underfunded programs operating largely on the strength and perseverance of hard-working staff and volunteers.

To address the above concerns, we have established full-time Family Readiness Officer billets in more than 400 units and have also acted to expand the depth and breadth of our family readiness training programs. The Family Readiness Officer is supported in this mission by the Marine Corps Community Services Program. For the families communication with their deployed Marines is their number one quality of life requirement. With the Family Readiness Officer serving as the focal point, we have used information technology tools to expand the communication between Marines and their families.

These initiatives and others demonstrate the commitment of the Marine Corps to our families and underscore the significance of family readiness to mission readiness. We thank Congress for the supplemental funding during fiscal years 2008 and 2009 that enabled initial start-up. Beginning in fiscal year 2010, the funding required to maintain these critical programs will be part of our baseline budget.

#### *Casualty Assistance*

Our casualty assistance program is committed to ensuring that families of our fallen Marines are treated with the utmost compassion, dignity, and honor. We have taken steps to correct the unacceptable deficiencies in our casualty reporting process that were identified in congressional hearings and subsequent internal reviews.

Marine Corps commands now report the initiation, status, and findings of casualty investigations to the Headquarters Casualty Section in Quantico, which has the responsibility to ensure the next of kin receive timely notification of these investigations from their assigned Casualty Assistance Calls Officer.

The Headquarters Casualty Section is a 24-hour-per-day operation manned by Marines trained in casualty reporting, notification, and casualty assistance procedures. These Marines have also taken on the additional responsibility of notifying the next of kin of wounded, injured, and ill Marines.

In October 2008, we implemented a mandatory training program for Casualty Assistance Calls Officers that includes a Web-based capability to expand the reach of the course. This training covers notification procedures, benefits and entitlements, mortuary affairs, and grief and bereavement issues. We will continue to monitor the effectiveness of these changes and make adjustments where warranted.

#### *Wounded Warrior Regiment*

The Marine Corps is very proud of the positive and meaningful impact that the Wounded Warrior Regiment is having on wounded, ill, and injured Marines, Sailors, and their families. Just over 18 months ago, we instituted a comprehensive and integrated approach to Wounded Warrior care and unified it under one command. The establishment of the Wounded Warrior Regiment reflects our deep commitment to the welfare of our wounded, ill, and injured, and their families throughout all phases of recovery. Our single process provides active duty, reserve, and separated Marines with non-medical case management, benefit information and assistance, resources and referrals, and transition support. The nerve center of our Wounded Warrior Regiment is our Wounded Warrior Operations Center—where no Marine is turned away.

The Regiment strives to ensure programs and processes adequately meet the needs of our wounded, ill, and injured and that they remain flexible to preclude a one-size-fits-all approach to that care. For example, we have transferred auditing authority for pay and entitlements from the Defense Finance and Accounting Service in Cleveland directly to the Wounded Warrior Regiment, where there is a comprehensive awareness of each wounded Marine's individual situation. We have also designed and implemented a Marine Corps Wounded, Ill, and Injured Tracking System to maintain accountability and case management for the Marine Corps Comprehensive Recovery Plan. To ensure effective family advocacy, we have added Family Readiness Officers at the Regiment and our two battalions to support the families of our wounded, ill, and injured Marines.

While the Marine Corps is aggressively attacking the stigma and lack of information that sometimes prevents Marines from asking for help, we are also proactively reaching out to those Marines and Marine veterans who may need assistance. Our Sergeant Merlin German Wounded Warrior Call Center not only receives calls from active duty and former Marines, but also conducts important outreach calls. In the past year, the Marine Corps added Battalion contact cells that make periodic out-

reach to Marines who have returned to duty in order to ensure their recovery needs are being addressed and that they receive information on any new benefits. The Call centers between them have made over 40,000 calls to those Marines injured since September 2001 to assess how they are doing and offer our assistance.

To enhance reintegration, our Job Transition Cell, manned by Marines and representatives of the Departments of Labor and Veterans Affairs, has been proactively reaching out to identify and coordinate with employers and job training programs to help our wounded warriors obtain positions in which they are most likely to succeed and enjoy promising careers. One example is our collaboration with the U.S. House of Representatives to establish their Wounded Warrior Fellowship Program for hiring disabled veterans to work in congressional offices.

The Marine Corps also recognizes that the needs of our wounded, ill, and injured Marines and their families are constantly evolving. We must ensure our wounded Marines and their families are equipped for success in today's environment and in the future.

As we continue to improve the care and management of our Nation's wounded, the Marine Corps is grateful to have the support of Congress. In addition to the support provided in the fiscal year 2009 National Defense Authorization Act, I would like to thank you for your personal visits to our Wounded Warriors in the hospital wards where they are recovering and on the bases where they live. The Marine Corps looks forward to continuing to work with Congress in ensuring that our wounded, ill, and injured Marines receive the best care, resources, and opportunities possible.

#### *Traumatic Brain Injury (TBI)*

With 2,700 new cases of Marines with TBI entered into the Department of Defense and Veteran's Brain Injury Center (DVBIC) in calendar year 2008, we continue to see TBI as a significant challenge that we are confronting. Many of these new cases represent older injuries that are just now being diagnosed, and our expectation is that, with the institution of the Automated Neuropsychological Assessment Metrics (ANAM) for all Marines, we will discover mild Traumatic Brain Injuries more promptly post-deployment. While the Marine Corps is providing leadership and resources to deal with this problem, we cannot solve all the issues on our own.

The Marine Corps continues to work closely with Military Medicine, notably DOD's Center of Excellence for Psychological Health and Traumatic Brain Injury, to advance our understanding of TBI and improve care for all Marines. We are grateful for your continued support in this area.

#### *Psychological Health Care*

Marine Corps commanders are fully engaged in promoting the psychological health of our Marines, Sailors, and family members. The message to our Marines is to look out for each other and to know that it is okay to get help. While culture change is hard to measure, we feel that the efforts we have made to reduce the stigma of combat stress are working.

The Marine Corps Combat and Operational Stress Control Program encompasses a set of policies, training, and tools to enable leaders, individuals, and families to prepare for and manage the stress of operational deployment cycles. Our training emphasizes ways in which to recognize stress reactions, injuries, and illnesses early and manage them more effectively within operational units. Our assessments of stress responses and outcomes are rated on a continuum: unaffected; temporarily or mildly affected; more severely impaired but likely to recover; or persistently distressed or disabled. Combat stress deserves the same attention and care as any physical wound of war, and our leaders receive extensive training on how to establish an environment where it is okay to ask for help.

To assist leaders with prevention, rapid identification, and early treatment of combat operational stress, we are expanding our program of embedding mental health professionals in operational units—the Operational Stress Control and Readiness (OSCAR) program—to provide direct support to all active and reserve ground combat elements. This will be achieved over the next 3 years through realignment of existing Navy structure supporting the operating forces, and increases in Navy mental health provider inventory. Our ultimate intent is to expand OSCAR to all elements of the Marine Air-Ground Task Force. In the interim, OSCAR teams are filled to the extent possible on an ad hoc basis with assets from Navy Medicine.

#### *Exceptional Family Member Program (EFMP)*

Last year, I reported on our intent to establish a continuum of care for our EFMP families. We are actively helping more than 6,000 families in the Exceptional Family Member Program gain access to medical, educational, and financial care services that may be limited or restricted at certain duty stations. We have assigned case

managers to all of our enrolled EFMP families, obtained the help of the Bureau of Medicine and Surgery and TRICARE to resolve health care concerns at several bases, and directed legal counsel to advise the EFMP and our families on State and Federal entitlements and processes. Additionally, we are developing assignment policies that will further facilitate the continuum of care.

While no family should have to endure interruptions in care, gaining access to services can be most challenging to families who have Autism Spectrum Disorder (ASD). We sincerely appreciate the support of Congress for our ASD families and others who are entitled to the TRICARE Extended Care Health Option (ECHO) program. For fiscal year 2009, you have increased the monthly reimbursement rate for Applied Behavioral Analysis (ABA)—a specific therapy that our Marine families value.

However, there is still more to do. While appropriate TRICARE reimbursement rates are important, the highly specialized services these families require are not always available. We are evaluating how we can partner with other organizations to increase the availability of these specialized services in areas where resources are currently lacking.

#### *Water Contamination at Camp Lejeune*

Past water contamination at Camp Lejeune has been, and continues to be, a very important issue for the Marine Corps. Using good science, our goal is to determine whether past exposure to the contaminated water at Camp Lejeune resulted in any adverse health effects for our Marines, their families, or our civilian workers.

The Marine Corps continues to support the Agency for Toxic Substances and Disease Registry (ATSDR) in their health study, which is estimated to be completed in late 2009. With the help of Congress, the National Academy of Sciences is assisting us in developing a way ahead on this difficult issue.

The Marine Corps continues to make progress notifying former residents and workers. We have established a call center and registry where the public can provide contact information so that we can notify them when these health studies are complete.

Our outreach efforts include a range of communication venues to include letters to individuals located from Department of Defense databases, paid print and broadcast advertising, publications in military magazines, press releases, and a fully staffed call center. As of 22 March 2009, we have had 131,000 total registrations and mailed more than 200,000 direct notifications.

#### *Sexual Assault Prevention and Response*

Sexual assault is a crime, and we take every reported incident very seriously. The impact on its victims and the corrosive effect on unit and individual readiness are matters of great concern. A recent Government Accountability Office study reported several shortcomings in our program. To address these findings, we are refreshing our training program and assessing the requirement to hire full-time Sexual Assault Prevention and Response Program coordinators at installations with large troop populations. We have trained more than 3,200 victim advocates to provide assistance upon the request. All Marines receive sexual assault prevention and awareness training upon entry and are required to receive refresher training at least annually. We have also incorporated sexual assault prevention into officer and noncommissioned officer professional development courses and key senior leader conferences and working groups. At the request of our field commanders, we have also increased the number of Marine Corps judge advocates who attend specialized training on prosecution of these crimes and have assembled a mobile training team to teach our prosecutors how to better manage these cases.

#### *Suicide Prevention*

With 42 Marine suicides in 2008, we experienced our highest suicide rate since the start of Operation Enduring Freedom and Operation Iraqi Freedom. The number of confirmed Marine suicides has increased from 25 in Calendar Year 2006, to 33 in 2007, to 42 in 2008. Through March 2009, we have 8 presumed suicides this year, which place us on a trajectory for 32 this calendar year. Our numbers are disturbing; we will not accept them, or stand idle while our Marines and families suffer.

Our studies have found that regardless of duty station, deployment, or duty status, the primary stressors associated with Marine suicides are problems in romantic relationships, physical health, work-related issues such as poor performance and job dissatisfaction, and pending legal or administrative action. This is consistent with other Services and civilian findings. Multiple stressors are usually present in suicide.

In November 2008, we reviewed our suicide awareness and prevention program and directed the development of a leadership training program targeted at non-commissioned officers. As in combat, we will rely upon our corporals and sergeants to chart the course and apply their leadership skills to the challenge at hand. This program includes high-impact, engaging videos, and a Web-ready resource library to provide additional tools for identifying their Marines who appear at risk for suicide. Further, during March 2009, we required all of our commanders to conduct suicide prevention training for 100 percent of the Marines under their charge. This training educated Marines on the current situation in our Corps; it taught them how to identify the warning signs; it reinforced their responsibility as leaders; and it informed them of the resources available locally for support.

The Marine Corps will continue to pursue initiatives to prevent suicides, to include reevaluating existing programs designed to reduce the stressors most correlated with suicidal behavior; developing and distributing new prevention programs; and refreshing and expanding training materials.

#### *Child Development Programs*

To ensure Children, Youth, and Teen Programs continue to transition to meet the needs of our families, a Functionality Assessment was conducted in June 2008 to identify program improvements, such as the development of staffing models to improve service delivery, as well as recommendations to explore and re-define services to meet the unique and changing needs of Marines and their families living both on and off our installations. In addition, the Marine Corps has expanded partnerships to provide long- and short-term support for geographically dispersed Marines. We can now provide 16 hours of reimbursed respite care per month for families with a deployed Marine. We are expanding our care capacity in many ways, including extended hours as well as through partnerships with Resource and Referral agencies, off-base family childcare, and Child Development Home spaces.

We are currently providing 11,757 childcare spaces and meeting 63.6 percent of the calculated total need. It is important to note that the Marine Corps has initiated rigorous data collection and analysis improvements. As a result, it will be necessary to correct the 2007 annual summary due to identified reporting errors. Our reported rate of 71 percent of potential need last year is more accurately stated as 59.1 percent. We are not satisfied with our progress to date, and have planned for 10 Child Development Center Military Construction projects in Program Years 2008 through 2013. Two of those projects were executed in fiscal year 2008, and one is approved for fiscal year 2009. These approved projects will provide an additional 915 spaces.

We also are considering additional modular Child Development Centers, subject to more detailed planning and availability of funds. Planned MILCON and modular centers would add approximately 2,600 spaces, and although our need is expanding, based on our current calculations, this expansion would bring us much closer to the Department of Defense goal. Continued Congressional support will help us provide these needed facilities. As the needs of our families change, our program is committed to grow and adapt to meet these developments.

#### *School Liaison Program*

The education of more than 51,000 school-age children of Marine parents has been identified as a readiness and retention issue of great concern. Our Marine children, who are often as mobile as their military parent, face additional stress and challenges associated with frequent moves between schools with differing educational systems and standards. Exacerbating this is the varying degree of satisfaction Marines and their spouses have with the quality and sufficiency of local education systems. The Marine Corps is addressing this issue by establishing national, regional, and installation level School Liaison capability. The School Liaison will help parents and commanders interact with local schools, districts, and State governments to help resolve educational issues. The increased family readiness funding has allowed us to establish a School Liaison position at each Marine Corps installation. Complementing our local effort, the Marine Corps is working with the Department of Defense to establish an "Education Compact" with States to enable reciprocal acceptance of entrance, subject, testing, and graduation requirements. The Education Compact has been enacted in North Carolina and Arizona, and is under varying stages of consideration in the other States with Marine Corps installations.

#### POSTURE THE MARINE CORPS FOR THE FUTURE

As we prepare for an unpredictable future, we must continue to assess the potential future security environments and the challenges of tomorrow's battlefields. Our solid belief is that a forward deployed expeditionary force, consistently engaged and postured for rapid response, is as critical for national security in the future as it

is today. The Marine Corps, with its inherent advantages as an expeditionary force, can be rapidly employed in key areas of the globe despite challenges to U.S. access. Our sea-based posture will allow us to continue conducting security cooperation activities with a variety of allies and partners around the world to mitigate sources of discontent and deter conflict. We must increase our capacity to conduct security cooperation operations without compromising our ability to engage in a major regional conflict.

*Realignment in the Pacific: Defense Policy Review Initiative (DPRI)*

The Defense Policy Review Initiative was established in 2002 by the United States and Japan as a means to review each nation's security and defense issues. One of the key outcomes of this process was an agreement to move approximately 8,000 Marines from Okinawa to Guam. The movement of these forces will address encroachment issues facing Marines on Okinawa. Moreover, the relocation will afford new opportunities to engage with our partners in Asia, conduct multilateral training on American soil, and be better positioned to support a broad range of contingencies that may confront the region. Furthermore, the political agreements brokered by the Office of the Secretary of Defense provide for a long term presence of Marines on Okinawa as well as substantial financial support by the Government of Japan.

As can be expected with an effort of this scale and complexity, there are a number of challenges. Developing training areas and ranges on Guam and the Commonwealth of Northern Mariana Islands is a key pre-requisite for moving Marine forces to Guam. We also seek a contiguous base design on Guam where housing, operations, and quality of life facilities can be collocated. This will reduce the road traffic on Guam and provide for a better security posture. We have also found that collocated facilities—where Marines live and work—tend to be used more often, and serve to unify the military community.

We continue to work within the Department of Defense to align our training and installation requirements with ongoing environmental assessments and political agreements. Planned and executed properly, this relocation to Guam will result in Marine forces that are combat ready, forward postured, and value-added to U.S. interests in the Pacific for the next 50 years.

*Security Cooperation MAGTF*

The Security Cooperation Marine Air Ground Task Force (SC MAGTF) provides geographic combatant commanders with a security cooperation capability for employment in remote, austere locations across the globe. SC MAGTFs will be organized based upon the specific requirements of each training event or operation they are requested to support and will enhance the combatant commander's ability to alleviate the conditions that cause instability to proliferate.

*Training and Education*

Our training and education systems, from recruit training to top-level Professional Military Education schools, rigorously instill in our Marines the physical and mental toughness and intellectual agility required to successfully operate in today's and tomorrow's complex environments. Marine Corps forces are organized, trained, equipped, and deployed with the expectation of operating under inhospitable conditions against committed and competent foes. Our forces are heavy enough to sustain major combat operations against conventional and hybrid threats but light enough to facilitate rapid deployment. Capability enhancements across the board are supported by a vigorous application of lessons learned from current operations.

*Operation ENDURING FREEDOM Pre-deployment Training Program*

The Afghanistan Pre-deployment Training Plan provides well-trained individuals and units that are prepared to operate in the austere and challenging environment of Afghanistan. While similar to the current Iraq Pre-Deployment Training Program, the Afghanistan Pre-deployment Training Program emphasizes the inherent capability of the MAGTF to conduct combined arms operations within a joint, multinational, and interagency framework. The capstone event of the Afghanistan Pre-Deployment Training Program incorporates all elements of the MAGTF.

*Combined Arms Training, Large Scale Exercises, and Amphibious Operations*

Our training programs must prepare Marines to support current commitments and maintain MAGTF proficiency in core warfighting capabilities. We are developing a program of nested training exercises that focus on interagency and coalition operations to support the current fight and prepare the Marine Corps for the Long War.

The Combined Arms Exercise-Next is a service-level, live-fire training exercise that develops the core capability of combined arms maneuver from the individual Marine to the regimental-sized unit level. This exercise focuses on the integration of functions within and between the MAGTF elements. The MAGTF Large Scale Exercise is a service-level training exercise that develops the MAGTF's capability to conduct amphibious power projection and sustained operations ashore in a joint and inter-agency environment.

Amphibious operations are a hallmark of the Marine Corps. Through a combination of amphibious-focused professional military education, classroom training, and naval exercises, we will ensure MAGTFs are capable of fulfilling Maritime Strategy amphibious requirements, combatant commanders' operational plans, and future national security requirements.

#### *Training and Simulation Systems*

Cost-effective training requires a combination of live, virtual, and constructive training to attain the requisite level of combat readiness. We have leveraged technologies and simulations to augment, support, and create training environments for Marines to train at the individual, squad, and platoon levels. Virtual and constructive simulations support the pre-deployment training continuum, while live training systems create a training environment that replicates battlefield effects and conditions. Our long-range effort for infantry skills simulation training is the Squad Immersive Training Environment. This provides realistic training for our infantry squads. Over the past year, we have increased our efficiency and provided greater training opportunities for the individual Marine up to the MAGTF and joint level to satisfy Title 10 and joint training readiness standards.

#### *Training Range Modernization—Twentynine Palms Land Expansion*

Our facilities at Twentynine Palms are critical to the pre-deployment training of our deploying Marine units. These facilities support the integration of fires and maneuver of new and emerging weapons systems, which cannot be accomplished within current boundaries of other Marine Corps bases. The Corps believes that to meet obligations to the Nation's defense, we must conduct live-fire and maneuver exercises at the Marine Expeditionary Brigade level.

The Marine Corps' Mission Capable Ranges Initiative guides Marine Corps range planning and investment. A key to this initiative is the proposed expansion of the Marine Air-Ground Task Force Training Command's range complex at Marine Corps Base Twentynine Palms, California. This 507,000-acre installation, established in the 1950s, requires expansion to meet today's training requirements. We have begun the National Environmental Policy Act-required environmental studies to guide decisions during the acquisition process, and we expect acquisition to commence in 2012.

#### *Core Values and Ethics*

In an effort to improve values-based training and address the difficult ethical dilemmas faced by Marines, the John A. Lejeune Leadership Institute implemented several initiatives and publications to strengthen core values training. Publications include the Leadership, Ethics, and Law of War Discussion Guide. These guides offer 15 contemporary case studies with suggested topics for discussion group leaders. We have also published a primer on the Law of War and Escalation of Force, a discussion aid on moral development, and Issues of Battlefield Ethics and Leadership—a series of brief, fictionalized case studies to develop Small Unit Leaders. These are used in our schools, beginning with recruit training at boot camp and continuing into MOS training and PME schools.

Two video versions of case studies were created to sharpen the focus of our semi-annual Commandant's Commanders' Program on the commander's role in setting a climate of positive battlefield ethics, accountability, and responsibility. In addition, the John A. Lejeune Leadership Institute held the first Russell Leadership Conference since 2002 with 230 first-line leaders from across the Corps. The conference broadened and reinforced our leaders' understanding of the role they fill as ethical decision-makers, mentors, and critical thinkers.

#### *Marine Corps University*

The Marine Corps University established a Middle East Institute in 2007 to research, publish, and promote regional awareness. A highly successful Iran Conference clearly demonstrated the utility of the institute. The new Marine Corps University Press was a successful step in our outreach program that includes publishing a professional journal. These initiatives were all part of Marine Corps University's health assessment and are an integral part of the University Strategic Plan.

## CONCLUSION

Marines take extreme pride in the comment attributed to journalist Richard Harding Davis, "The Marines have landed, and the situation is well in hand." Our history has repeatedly validated that statement. Our training and organization ensures our fellow Americans that they should never doubt the outcome when her Marines are sent to do the Nation's work. Our confidence comes from the selfless sacrifices we witness every day by courageous young Marines. They responded magnificently after 9/11—took the fight to the Taliban and Al Qaeda, conducted a lightning-fast offensive campaign in Iraq, and turned the tide in the volatile Al Anbar province. Now, we are ready to get back to the fight in Afghanistan—or wherever else our Nation calls.

Your Marine Corps is grateful for your support and the support of the American people. Our great young patriots have performed magnificently and written their own page in history. They have proven their courage in combat. Their resiliency, dedication, and sense of self-sacrifice are a tribute to this great Nation. They go into harm's way knowing their country is behind them. On their behalf, I thank you for your enduring support. We pledge to be good stewards of the resources you most generously provide and remain committed to the defense of this great land. Thank you again for the opportunity to report to you today.

## SHIP COUNT

Chairman INOUE. Mr. Secretary, the events of recent days have been of much concern to many of us. For example, in North Korea there's a lot of saber-rattling and a lot of promise-breaking. We've had tests notwithstanding our complaints and our sanctions. They seem to ignore everything and continue on, and now testing a missile that has a capability of reaching Alaska.

On the other side of the world in Iran, similar rattling goes on. Notwithstanding the United Nations, notwithstanding the pleas of Europeans and Americans and such, the Iranians seem to move merrily along with their testing.

Taking these and events such as piracy into consideration, do you believe that we have enough ships to do the job? I ask this because I've been on this subcommittee long enough to recall that it wasn't too long ago when the goal was 600. Then it became 500-something, came down to 400. Now it's 313 and I believe we have about 280.

What are your thoughts, Mr. Secretary, as you come in just 2 weeks old? I'd like to hear your thoughts.

Mr. MABUS. Thank you, Mr. Chairman. As you just pointed out, the number 313 came out of the last Quadrennial Defense Review and that number was supported by the CNO at the time, who is now Chairman of the Joint Chiefs, Admiral Mullen. It's supported by Admiral Roughead, the current CNO, who put it in his statement.

You're correct in that we have about 284 ships today in the active fleet. We do need a fleet of 313 ships, and it points out the need to take some strong steps in acquisition reform. If we continue to build ever more exotic, ever more expensive, but ever fewer numbers of ships, we simply won't have the numbers that we need. At some point, even though these ships are far more capable than the ships in the 600 ship Navy, for example, the individual capabilities—you can't put two ships at the same place, at the same time.

So if we're going to have a forward deployed Navy, which I believe we should, if we're going to have a Navy which can respond to whatever crises or whatever events it needs to respond to, then

we have an obligation to make sure that we get enough ships into this fleet and to do so to bring down the cost of these ships, to make the schedule stay on time, and to make sure that we have sufficient ships to meet any eventuality that we may face.

Chairman INOUE. Admiral Roughead, do you have any additional comments to make?

Admiral ROUGHEAD. Yes, sir. As you know, Mr. Chairman, I've maintained for some time that 313 is the floor with regard to fleet capacity. But I would also submit that this budget that is before you really begins to address the direction where we have to go. The truncation of the DDG 1000, which we began some months ago, and the restart of the DDG 51 line, which has terrific ballistic missile defense capability, and we're seeing those types of missiles being tested by Korea, by Iran, and they proliferate globally, that is exactly the direction where we have to go.

The three littoral combat ships that we have in the budget are able to operate with our high-end forces, but I would submit they're ideally suited to the maritime security missions that we see in the counter-piracy operations.

So our budget really does begin to take us there. The start of the Joint High Speed Vessel line is also important to us and to the combatant commanders so that we can get at some of these challenges.

But I would also say that in order to get to the 313, it's not just about the acquisition that's represented in this budget, but it's also in our ability to take the ships that we have today and allow them to achieve their full service life, because most of the ships that we have in service today will be in service in 2020. So maintaining that force is also equally important.

#### SHIPYARDS

Chairman INOUE. Mr. Secretary, another question. In order to maintain these ships, do you believe that our depots, our shipyards, are up to par and prepared?

Mr. MABUS. Yes, sir, I do. I think they will continue to be as long as we work with them to ensure a stable industrial base, to make sure that we have a trained, skilled workforce in place, by making sure that our shipbuilding requirements are made known to them, that they are able to invest in the equipment and the people that we will need, and to give them the stability that they need to provide this incredibly vital service.

Chairman INOUE. Admiral, have you got any thoughts on that?

Admiral ROUGHEAD. As I mentioned, Senator, I think the maintenance of our fleet is what also allows us to achieve the 313 level. The public shipyards that we have that are so much a part of maintaining our very high-end forces, our nuclear submarines and our aircraft carriers, absolutely key. Then the involvement of the private sector that we call on throughout the country is extraordinarily important and allows us to achieve that force level and readiness that's so important to the Navy today.

#### MARINE CORPS FORCE SIZE

Chairman INOUE. Commandant, at this moment South Korean troops are on alert. The alert status for that peninsula is four, I

believe, just one less than the top. Taking those things in consideration, do you believe that the projected number in our force is sufficient?

General CONWAY. Yes, sir, I do. There are plans that we can't talk about in an open hearing that would provide for our ability to respond to an additional major contingency, such as Korea would represent. Although there is a level of risk associated with our ability to I think conduct and complete those war plans, we think that our forces that are present today would be able to do that. There would be issues, sir. We have equipment that would have to be moved all over the globe in order to be able to satisfy those demands. The force structure would not be as organic as we would like. There would have to be a level of ad hoc conglomeration of forces, if you will. But in the end I am convinced we would prevail.

Chairman INOUE. I thank you, sir.

Senator Cochran.

Senator COCHRAN. Thank you, Mr. Chairman.

#### SECNAV NAVAL OFFICER EXPERIENCE

Mr. Secretary, we are grateful that you are a person who's had experience personally in the Navy and now assuming responsibilities as Secretary of the Navy. I wonder what experiences you've had as a naval officer do you think will be important to you in carrying out your responsibilities as Secretary?

Mr. MABUS. Well, Senator, I do think that time that I spent in the Navy was some of the most profound times that I've spent in my life. The Navy has changed a lot in the nearly 40 years since I was a surface warfare officer on board the U.S.S. *Little Rock*, and it's changed almost totally for the better. The training level, the caliber of recruits that are coming into the Navy, into our forces, the education that they are getting once in, the commitment that they have to the Navy and to the country, the deployment tempo, which is much higher and more flexible than when I was in, allowing us to get ships to places faster and better equipped. The thing the CNO talked about, about maintaining our fleet, has improved so dramatically since that time.

But I think the thing that my experience in the Navy—I hope I brought with me, is the importance of the sailors, that it doesn't matter in the end how capable our equipment is if our sailors cannot match that equipment. In today's Navy, I'm happy to say that I think we have as fine a trained force as the world has ever seen.

Senator COCHRAN. Thank you. I think that's an eloquent and important assessment for all of us to understand. I think the leadership we have in the military today is so much more sophisticated and impressive in terms of intellectual and educational fitness for these hugely important jobs. I think we're very fortunate to have the benefit of that kind of leadership in the Navy and the Marine Corps and at the civilian posts that are important to the management of these important assets.

#### JOINT COMMAND SHIP REPLACEMENT

General Conway, I notice the Department of the Navy is looking at the LPD 17 amphibious ships and the T-AKE dry cargo ship hull forms for joint command ship replacement responsibilities. What in

your opinion are the key factors in determining which hull form is suitable, and do you believe that survivability is a critical factor?

General CONWAY. Sir, we have examined it and made recommendations to the CNO and ultimately to the Secretary of the Navy on the value associated with a consistent hull form, both for purposes of the research and development (R&D) associated with what would otherwise be new hull forms and with regard to the sustainability and the maintenance factors that exist with a single hull form.

We have been a proponent of maintaining the LPD 17 form throughout the near term with regard to additional command and control ships. We think that that would be beneficial for the shipyards. We think it would be beneficial for the ultimate product that's produced there, and we think it would help to provide for the numbers of amphibious ships that we need both for forcible entry—and it was interesting that the chairman's question referenced at least two areas where forcible entry could be necessary—but also for purposes of day to day requirements that we see on the part of our combatant commanders.

Interestingly, the numbers come together to be about the same for both of those types of requirements. It will be discussed in the Quadrennial Defense Review and we see it I think as our collective mission to make sure that there's a clear understanding that amphibs are not just high-end capability. They have very much a role in the low-end scheme of things on a day to day basis in support of combatant commanders.

Senator COCHRAN. Thank you.

#### CNO PRIOR EXPERIENCE

Admiral Roughead, we first met down at Pascagoula, Mississippi, when you were assuming command of one of the new ships being built there at Ingalls. What personal experiences did you have as a result of that responsibility that have shaped your views about shipbuilding and the efficiencies and the importance of taking advantage of new technologies in helping ensure that we can protect our naval interests around the world?

Admiral ROUGHEAD. Yes, sir. Thank you, sir. I would say the first thing that I took away was that the strength and the viability of our Navy depends on the American shipbuilder. No one builds ships as capable or as tough as the American shipbuilder. That was my first take away and I have not lost that sentiment ever since that time.

I would also say that it's important that we get production runs as consistent and as long running as we can, that we should look at every opportunity to take advantage of designed hull forms and adapt them to other uses, as you mentioned with regard to command ships. Command ships have to be survivable. We have to make sure that they have the capacity for the type of function that will be performed on them and that they also can be modified at the least cost to fulfill those missions.

But I think it's extremely important that we get as much commonality as we can in our fleet. It reduces operating costs. It will reduce maintenance costs and logistics costs, and I believe we need to continue down that path.

## NAVY RESERVE

Senator COCHRAN. I had the pleasure of spending several years as a Reserve officer following active duty in the Navy. I enjoyed the opportunities of going back to Newport, Rhode Island, for example and being on the staff of the faculty at Officer Candidate School, continuing to be involved. Do you still have a strong reserve program utilizing the experience and talents of former active duty officers in the reserve activities? Is that a wise investment? What is your impression of the Navy Reserve mission today and how it complements the active duty forces?

Admiral ROUGHEAD. Senator, we are one force today. The integration of our active component and our Reserve component is as close as it has ever been. In fact, most of the individual augmentees that have gone into the Central Command area of operation over the past 8 years are Reserve sailors and officers.

We cannot be the Navy we are today without our Reserve component. The way that they move into our active force after having served in an active capacity is absolutely seamless. The importance that we place on our Reserve programs is extremely high, and the Navy that the Secretary was referring to as being as professional and as competent and as agile as it is today is a function of that active-Reserve integration that has taken place.

Senator COCHRAN [presiding]. Senator Bond.

Senator BOND. Thank you very much, Senator Cochran.

To the Commandant, congratulations on the excellent job that you have done in al-Anbar. We had a CODEL over there in May 2007 and saw not only were they clearing the area, but the hold and build, which is the new wave of the smart power use of our military, was working so well. That is a great credit to the leadership up and down the line, as well as to the marines who did it. It is a great story that has convinced many people, as they now see how it resolves.

Mr. Secretary and Admiral, again I congratulate you on the support you're providing to the sailors, the SEALs, and the marines in the field, and particularly for what you're doing to the wounded warriors. I've had some opportunities, not by planning, but to spend some time at Bethesda, and I have visited the wounded warriors there and seen the great care. This is truly outstanding. Your reference to dealing with the PTSD and the traumatic brain injury (TBI), which is so important, is something we're going to have to continue to address because it really sneaked up on us.

## JOINT STRIKE FIGHTER

But I need to go back to the point I made in my opening statement, cutting production of the one effective carrier-based aircraft, the F/A-18 that we have, from 45 to 30, and only 9 of those are going to be combat aircraft. The rest are Growlers. Right now the Joint Strike Fighter is behind schedule, way over budget. It's only 2 percent flight tested. Under your most optimistic circumstances, what kind of contribution can the JSF make to that shortfall on the carrier decks in 2016 through 2020, Admiral?

Admiral ROUGHEAD. Senator, we have just in this budget put in the money for the first carrier variants of JSF. JSF is extraor-

dinarily important to where we are going with naval aviation, because we can never in my opinion have all of one type of an airplane on our carrier deck. There should always be a generational movement taking place, so that in the event there's a problem in any particular airframe or type of airplane we don't ground an entire wing. So we have to get to JSF.

We are the last service to take delivery of JSF and that begins in 2015. As we looked at our 2010 budget, what we did with what I'll call the 18 line—that includes both the Growler and the E's and F's—was to put in the budget what we needed for electronic attack and then also, as we balanced across our programs, to put in place the nine E's and F's, because, as you know, in the Quadrennial Defense Review all of the services that fly tactical aviation are going to be conducting the review. We will look at where we are collectively and where we must go in order to continue to provide the capability and capacity in our air wings.

That may be through life extension programs, but that's what we're going to examine in the QDR.

Senator BOND. Well, very respectfully, Admiral, you are deciding to cut that, cut off the E and F production, before you have even proven that this JSF, called by some the "Joint Strike Failure." If you read the Government Accountability Office (GAO) reports, it's been so far behind schedule, it's been over production costs, and it is now only 2 percent flight tested, and you haven't even thought about seeing whether it can land on an aircraft carrier.

To me it looks like you've made a bad bet if you have not proven something that can take its place and you're cutting it off. To me, the first rule of digging is if you dig yourself into a hole, stop digging, because this is a bad decision, made a number of years previously, to put all of the production of the JSF into one company. Unfortunately, that line is not producing.

I cannot believe that you can ignore reality and say, until we know that we have a follow-on plane, we ought to keep the plane that is working. As I recall, there was a requirement in the law that you produce by March 1 of this year a report on the costs and benefits of a multiyear procurement of the F/A-18. You can get at least three for what one JSF would cost you.

When is that report coming out? And is anybody looking seriously at the need to keep something until and unless the JSF can land on a carrier?

Admiral ROUGHEAD. What we have done, Senator, with the 18 line, to include both the Growler and the E's and F's, is that we in the 2010 budget have more than what is the sustaining rate for that 18 production line. So as we go into the QDR we have not stopped in 2010 the 18s. We still are working on that second multiyear that allows the production to continue. When we get into the QDR discussions on tactical air wings, I believe that we will be making the decisions we have to make while we've preserved the manufacturing of the F-18s.

#### INDUSTRIAL BASE

Senator BOND. Well, as a final question for the Secretary, I certainly appreciate your speaking about the need to protect the defense industrial base, because if we go down the same path that

our fine ally Great Britain has gone, their industrial base was allowed to atrophy, so they can no longer build aircraft and they're struggling to build ships. We are—unless somebody rethinks the tragic decision that was made to go with only one tac air producer, unless that decision is made in the QDR, we're going to find ourselves in a real hole.

Why is it acceptable in your view to have only one production line for a tac air fighter, a tac airplane?

Mr. MABUS. Senator, I will echo what the CNO just said in terms of making sure that the E and F production line in the fiscal year 2010 budget is at a level that can sustain that production and sustain that workforce and sustain that industrial base through fiscal year 2010 as we go through the Quadrennial Defense Review to see what our tactical air requirements are, just as the CNO has pointed out.

So I think that you do have that capacity maintained through the industrial base and through the trained workforce by this purchase of F-18s, both the Growlers and the E and F's.

Senator BOND. Well, thank you, Mr. Secretary. I hope in the QDR there's some realism that strikes and that you do take a look at the costs. We'd still like to see that report due March 1 of this year on the 18, because you can't continue to make good sound investments unless and until you prove that you do have an alternative. I hope you will take that into serious consideration.

Mr. Chairman, I've filibustered long enough and I'll let you take on. Thank you.

Senator INOUE [presiding]. You did a good job.

Mr. Secretary, there's a vote on, so that's why we're moving in and out.

#### GUAM

Commandant, by the year 2014 your 8,000 marines and 9,000 dependents are supposed to be out of Okinawa into Guam. However, we're concerned with the relocation of Futenma. Apparently the prefectural government is against the location. Is the time 2014 going to be kept or do we have to extend that?

General CONWAY. Sir, we hope so. At this point the Futenma replacement facility, which the Japanese are at least on schedule to build for us off Camp Schwab, which is near the middle of the island, is very much a keystone to the 2014 date. There are some preliminary efforts that are underway, but if you have seen that space—and I think you have—it will require a tremendous amount of fill into the sea, into some fairly deep water in the sea, at some I think fairly significant expense to the Japanese Government. So we watch and encourage their efforts very closely, because again that sort of kicks off the game for other things that will take place associated with the move.

So I think that will be the primary determinant as to whether or not we're able to maintain the 2014 date.

Chairman INOUE. The estimated costs of movement, if I recall, was about \$10 billion. Now it's been estimated to go up to \$15 billion; is that correct?

General CONWAY. Sir, I haven't seen the \$15 billion figure. In the initial negotiations with the Japanese Government it was on the

order of about \$6 billion plus for the Japanese Government and \$4 billion plus for the United States Government. Our independent estimates, if you will, for all of the required training, infrastructure, family, quality of life issues associated with that move, would put it closer to about \$12 billion from our perspective.

We have floated those figures past the folks in the Office of the Secretary of Defense. They are taking them under advisement. We're looking at how the Department of the Navy might be able to afford that kind of money in the out-years. The discussion I think is on table as to whether or not that ought to be a corporate bill for the Department of Defense as opposed to a Navy-Marine Corps bill.

But we think that the cost estimates are significantly greater than initially estimated, but I have not heard a figure of \$15 billion to date.

Chairman INOUE. Do you believe Guam is a better place than Okinawa for your troops?

General CONWAY. Sir, Guam has advantages for us. It is U.S. soil, and to the degree that we have a level of certainty in terms of U.S. forces' presence in the Pacific for 50, 75 years assurance, I think it is very positive in that regard. In some ways it moves us farther away from some critical engagements, but in some ways it puts us closer to some other engagements in the South Pacific Basin.

So we support the move and we're at this point trying to make sure that it does happen along the time line that's been suggested and that the training requirements associated with putting 8,000 marines in Guam are necessarily taken care of in advance of the move. So we're engaging, sir, but at least at this point we're trying not to spend a lot of money until such time as, again, we see that Futenma replacement facility start to give us relief and move out of Futenma.

#### PIRACY

Chairman INOUE. Admiral, one thing that very few of us anticipated was piracy, and now it's a new job description for you. How are we coping with pirates?

Admiral ROUGHEAD. Yes, sir. We've kind of come full circle since our origins as a Navy, and I give great credit to our sailors who are performing the counter-piracy mission. The rescue that they performed on *Maersk Alabama* and the return of Captain Phillips I think speaks volumes about the value and the quality of training and the contributions that are made every day by our sailors in that part of the world.

I'm pleased that since the May 7 there have been no successful piracy actions in the area around Somalia. I also believe that our counter-piracy effort has drawn navies of the world more closely together in a meaningful way than ever before. Not only do we have the North Atlantic Treaty Organization (NATO) that is contributing, the European Union is contributing, but we have Indian ships, Chinese ships, Malaysian ships, and Turkish ships. In fact, the commander of Task Force 151, our counter-piracy task force, is a Turkish admiral.

So it has really brought the focus in. That said, the real solution to piracy, as we saw in Southeast Asia, is a solution that must include the maritime dimension, to be sure, what we're doing today, but piracy will not be eradicated unless there is the ability to provide for some governance ashore, for legal action to be taken against those who commit piracy and those who finance piracy. So there must be a two-pronged approach: the maritime piece that we're doing today; but there must be an effort to get some form of lawful behavior ashore in Somalia and to go after where the networks are operating from.

Chairman INOUE. Is Somalia cooperating?

Admiral ROUGHEAD. Somalia in my opinion, Senator, right now does not have the capacity or the capability to cooperate. The lack of governance there is going to be a problem for some time.

Chairman INOUE. Mr. Secretary, do you have any final thoughts? Because I'd like to submit all of my questions for your perusal and response.

Mr. MABUS. I look forward to getting those questions, Mr. Chairman. My final thought is just to once again express our deep appreciation to you and to this subcommittee for the support that you have given our sailors and our marines over the years and that you continue to give to them and to their families as they go in harm's way for all of us.

Thank you.

#### ADDITIONAL COMMITTEE QUESTIONS

Chairman INOUE. I thank you very much, Mr. Secretary. Thank you very much, Admiral Roughead. Thank you very much, General Conway.

[The following questions were not asked at the hearing, but were submitted to the Department for response subject to the hearing:]

#### QUESTIONS SUBMITTED TO RAY MABUS

##### QUESTIONS SUBMITTED BY CHAIRMAN DANIEL K. INOUE

##### VH-71 SUSTAINMENT OF AIRCRAFT

*Question.* Secretary Mabus, the Department's plan for presidential helicopters, in the absence of the VH-71 program, is not well understood. In particular, the choice to pay substantial termination costs and not field any of the Increment 1 helicopters has been questioned.

Two weeks ago, the cost of terminating the VH-71 contract was estimated to be \$555 million. Critics could say that figure is more than the cost of finishing testing on the five existing Increment 1 helicopters. This, on the surface, appears problematic.

Unfortunately, the budget submission does not shed any light on how much the decisions made today will cost the taxpayer in the future. Secretary Mabus, what further information can you share with the Subcommittee to inform our decisions on whether the termination of the VH-71 is the right course? Could you provide Congress the detailed budget estimates of the impact of the decisions proposed by the Department?

*Answer.* On January 28, 2009, the Secretary of the Navy notified Congress that the cost growth in the VH-71 Presidential Helicopter program had breached the critical Nunn-McCurdy threshold. As a result of this, as well as the subsequent review of the program in building the President's fiscal year 2010 budget submission, the decision was made to cancel the VH-71 program.

The President's fiscal year 2010 budget requests funding to extend the service lives of the VH-3D and VH-60N. In total, the service life extension is currently estimated to cost about \$500 million over the life of the program. The cost of termi-

nating the VH-71 prime contract is being developed by the VH-71 prime contractor and will be negotiated with the contracting officer over the coming year. This total is significantly less than the amount that would have been needed to complete development of Increment 1, procure additional Increment 1 aircraft and logistics support, and develop configuration improvements required for long term operation. Accordingly, the contracting officer has prudently implemented the cancellation decision by issuing a notice of termination.

Because there remains the need to replace the current fleet of Presidential helicopters, the Navy is preparing a plan to develop options for a Presidential helicopter replacement program. The President's fiscal year 2010 budget requests \$30 million for efforts associated with the new program. Part of that plan will include evaluation of technologies developed under the VH-71 program to identify potential benefit to other programs.

#### VH-71 IMPACT OF DECISIONS

*Question.* With cancellation of the VH-71 program, how is Navy addressing sustainment for the existing aircraft? Are sufficient funds in the fiscal year 2010 budget to invest in the reliability of the current systems?

*Answer.* The Navy received RDT&E funding in fiscal year 2009 to conduct a Service Life Assessment on both the VH-3D and VH-60N. The President's fiscal year 2010 budget requests funding to extend the service lives of the VH-3D and VH-60N. As submitted, the Department of the Navy's budget supports the requirements of the VH-3D and VH-60N for fiscal year 2010.

#### STRIKE FIGHTER SHORTFALL

*Question.* Secretary Mabus, a recent Congressional Research Service report states that the Department of the Navy is facing a shortage of strike fighters that peaks at 243 aircraft in 2018. This is almost double the 125 aircraft shortfall projected at this time last year. The report says that shortages will begin this year and continue through 2025. What is your plan to address this problem and what are the risks involved with the plan?

*Answer.* The Department has four primary avenues for addressing its strike fighter inventory requirements within current force structure and force scheduling requirements. These include:

- Maintaining wholeness of the JSF program: 2012 F-35B Initial Operating Capability (IOC), 2015 F-35C IOC with targeted procurement ramp to 50 aircraft per year;
- Service life extension of F/A-18A-D Hornets from 8,600 flight hours to 10,000 flight hours service life;
- Continued sustainment of legacy aircraft; and
- Further procurement of F/A-18E/F Super Hornet.

The challenge that Navy leadership is undertaking during the Quadrennial Defense Review and upcoming budget year, is to determine the necessary balance of these options in terms of force requirements as they become evident over this summer's review.

*Question.* Secretary Mabus, it would appear that buying more of the lower cost aircraft is a way to mitigate the risks of the shortfall. Why is the Navy reducing procurement of F/A-18s now?

*Answer.* The Navy presently has the necessary tactical strike fighter aircraft—F/A-18A/C and F/A 18E/F—to properly resource its force structure requirements in support of its current Maritime Strategy and Fleet Response Plan (FRP) scheduling for 10 carrier air wings (CVW) of 44 strike fighters each and one unit deployment program (UDP) F/A-18C squadron in support of DoN TACAIR Integration (TAI).

Fiscal year 2010, represented in PB10, reflects a reduction of nine F/A-18E/F from PB09 fiscal year 2010 planning. While this is a present reduction in F/A-18E/F procurement for a single year, there is no immediate detrimental affect to the Navy's near-term (out to 2013) strike fighter inventory with this decision. PB10 represents balanced funding that meets DOD's requirements.

Continued procurement of F/A-18E/F is one of four areas that Navy—and DON as a whole—will continue to assess through this summer's Quadrennial Defense Review (QDR) and into the following year's budget submission. The DON has four inter-related avenues for addressing its strike fighter inventory requirements to meet current force structure requirements:

- Maintaining wholeness of the JSF program: 2012F-35 Initial Operating Capability (IOC), 2015 F-35C IOC with targeted procurement ramp to 50 aircraft per year;

- Service life extension of F/A-18A-D Hornets from 8,600 flight hours to 10,000 flight hours service life;
- Continued sustainment of legacy aircraft;
- Further procurement of F/A-18E/F Super Hornet.

The challenge that Navy leadership is undertaking during the QDR and upcoming budget year, is to determine the necessary balance of these options in terms of force requirements as they become evident over this summer's review.

#### NUCLEAR AIRCRAFT CARRIER MOVE TO MAYPORT, FLORIDA

*Question.* Secretary Mabus, in January, the Navy formally endorsed plans to relocate a nuclear-powered aircraft carrier to Florida's Mayport Naval Station. This announcement came after a lengthy process of studying the benefits and risks of dispersing East Coast carriers. Please share with the Committee how this decision supports the Navy's mission and our national security interests.

*Answer.* Secretary Gates decided that the larger issue of whether Mayport will be upgraded to enable it to serve as a homeport for CVNs should be objectively evaluated during the Department's Quadrennial Defense Review (QDR). We believe that the QDR will provide the best forum to assess the costs and benefits associated with a strategic move of this scale.

Strategic dispersal and CVN homeporting are important and complicated issues that deserve serious consideration. The Secretary and I are committed to arriving at decisions that are in the best interests of the nation, the Department, and the U.S. Navy.

*Question.* Secretary Mabus, some argue that relocating a nuclear-powered aircraft carrier is cost-prohibitive, especially since the infrastructure already exists in Norfolk. How much did the cost of this relocation weigh into deliberations of whether or not to move an aircraft carrier to Mayport Naval Station?

*Answer.* Secretary Gates recently testified that he is troubled by the idea of having only one port capable of providing maintenance support for East Coast CVNs. Any large magnitude event, a Katrina-like hurricane, a terrorist attack, or an accident that blocks the Norfolk shipping channel, could have the effect of rendering East Coast carrier operations ineffective. Therefore, Secretary Gates has taken the prudent step of seeking funding for the dredging of the Mayport channel within the fiscal year 2010 budget to provide an alternative port to dock East Coast carriers in the event of a disaster.

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#### QUESTIONS SUBMITTED BY SENATOR KAY BAILEY HUTCHISON

##### NAVAL AVIATION TRAINING IN SOUTH TEXAS

*Question.* Aviation training performed in South Texas is important for our Navy and for the local community. Are there any plans to upgrade these squadrons?

*Answer.* The six training squadrons based in South Texas are undergoing numerous upgrades.

*Training Squadrons Twenty One and Twenty Two at NAS Kingsville.*—VT-21 and VT-22 will receive the last five production T-45C aircraft from Boeing this year while their inventory of T-45A aircraft is being upgraded to the T-45C configuration as part of the Required Avionics Modernization Program (RAMP). 15 T-45A aircraft have been upgraded to the T-45C with 56 aircraft remaining to be completed by mid 2014 at the rate of 12 per year. The Navy has submitted a Request for Proposal (RFP) for accelerating RAMP production to 18 aircraft per year in order to complete the transition by early 2013.

T-45 simulators are also being upgraded to the T-45C digital cockpit configuration. A new Jet Engine Test Cell facility (P-278; \$12.675 million) is currently under construction at NAS Kingsville.

*Training Squadrons Twenty Seven and Twenty Eight at NAS Corpus Christi.*—VT-27 and VT-28 will transition from the T-34C primary trainer to the T-6B starting in March 2012. The transition will begin with the delivery of two simulators in March 2012 with three additional simulators to be delivered over the following 2 years. The T-6B aircraft will be delivered starting in July 2012 at a rate of three to four aircraft per month finishing by August 2015 with a total of 110 T-6Bs. A new Trainer Facility (P-353; \$14.290 million) is currently under construction at NAS Corpus.

*Training Squadrons Thirty One and Thirty Five at NAS Corpus Christi.*—VT-31 and VT-35 are transitioning multi-engine pilot training to the upgraded T-44C. 20 T-44A aircraft have been upgraded to the T-44C configuration with 34 aircraft re-

maining to be completed by mid 2013 at the rate of nine per year. Four T-44 simulators are also being upgraded to the T-44C digital cockpit configuration.

*Question.* What is the plan for equitable sustainment funding for South Texas?

*Answer.* The sustainment requirement for the Navy is determined by the Facility Sustainment Model (FSM) according to OSD policy. The model determines the equitable distribution to installations based on the total Navy inventory. Commander Navy Region Southeast (CNRSE) received ~\$13 million for fiscal year 2009 in support of NAS Corpus Christi and NAS Kingsville sustainment efforts.

Additionally, the following special projects were approved for execution in South Texas.

Fiscal year 2009 Approved CNRSE SRM Projects (\$K) NAS Kingsville RM 002-05 Repair Runway 13L and 31L \$6,100.

Fiscal year 2009 Approved CNRSE ARRA Projects (\$K) NAS Corpus Christi RM004-04 Repair Various Taxiways \$3,283.

#### T-6 OPERATIONAL FACILITIES

*Question.* Currently, there are funds in the base budget for "operational facilities for T-6. I have been advised that these funds will be used for the acquisition of an Outlying Landing Field (OLF) called Goliad at NAS Kingsville, Texas. What is the timeline for this acquisition?

*Answer.* The Navy is considering acquisition of the Goliad County Industrial Airpark (GCIA) to support training requirements of the T-6 Joint Primary Aircraft Training System that is scheduled to arrive at NAS Corpus Christi in July 2012. MILCON P437 (\$19.764 million) would provide funds for acquiring the GCIA (1,136 acres) and constructing supporting facilities. An Environmental Assessment is currently underway and is scheduled for completion in September 2009. Assuming a subsequent Finding of No Significant Impact, appraisal and title work will begin and is projected to be complete by October 31, 2009. Negotiations and land acquisition would then occur between November 2009 and February 2010. Award of the construction contract for supporting facilities at Goliad is anticipated in June 2010, with completion in June 2012 to support the July arrival of the T-6 aircraft.

Goliad County Industrial Airpark (GCIA) is approximately 77 miles north of Naval Air Station (NAS) Kingsville and 66 miles north-northwest of NAS Corpus Christi.

#### AVIATION SUPPORT NAS FORT WORTH

*Question.* What is the plan to provide aircraft and support to the units at the Naval Air Station at Fort Worth?

*Answer.* There are currently seven Navy Reserve aircraft assigned to units at NAS JRB Fort Worth (3 C-40s, 3 C-9s, and 1 C-12). This number of aircraft represents the planned inventory for permanent Navy Reserve aircraft at that base.

Two Navy construction projects are underway on the base. The first project is part of the Base Closure and Realignment (BRAC) legislation in 2005 that moved a Navy Air Forces Reserve squadron to Fort Worth from NAS Atlanta, Georgia. This project will upgrade a hangar to provide additional space necessary to protect the aircraft that completed the BRAC move. The second project, the construction of a maintenance facility that will support Navy, Marine Corps, and Texas Air National Guard aircraft, is 99 percent complete. A third project, designed to upgrade a hangar that Navy Reserve units share with other services, is approved and pending contract award.

#### STRIKE FIGHTER SHORTFALL

*Question.* There is common knowledge in the Navy that there will be a significant fighter shortfall in the future if the Joint Strike Fighter program isn't kept on track or accelerated. What would the impact be on the Navy and Marine Corps if procurement was reduced or slowed? If the decisions are made to procure a second engine for the Joint Strike Fighter, will this result in delays in overall production or result in reductions in other programs?

*Answer.* One of the primary avenues for addressing strike fighter inventory requirements within current force structure and force scheduling requirements is maintaining wholeness of the JSF program (2012 F-35B IOC, 2015 F-35 IOC with PB10 procurement ramp to 50 aircraft per year for a DON total procurement of 680 JSF). It is foundational to Naval Aviation's future force structure and a central assumption in current strike fighter inventory predictions. Delaying or reducing DON JSF procurement would exacerbate Naval Aviation's predicted strike fighter trend.

The Department has not funded the JSF alternate engine effort in the fiscal year 2010 President's budget. The various studies that have been done by the OSD

CAIG, GAO, and IDA are mixed in terms of the likelihood the Department would ever recover such an investment. While there are many intangible benefits associated with competition and a second source engine, the Department continues to maintain that the benefits do not outweigh the significant investment to develop, procure, and maintain two JSF engines.

The cost impact of procuring F-136 across the FYDP is estimated at \$4.7 billion (DOD).

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QUESTION SUBMITTED BY SENATOR ROBERT F. BENNETT

DEMANDS OF IRREGULAR WARFARE

*Question.* I am intrigued by the growing significance that “irregular warfare” and so-called “hybrid campaigns” play in our national defense strategy. In your prepared remarks, you mentioned the need to achieve balanced growth through a focus on these new elements, as well as continuing to promote more conventional capabilities. How specifically do you plan to focus the Navy on the future demands imposed by Irregular Warfare? Given what I imagine to be the ever-evolving nature of these challenges, how effectively is the Navy changing and developing its strategies to meet these threats? In what ways can Congress help support the Navy in addressing future concerns?

*Answer.* As demonstrated by past and ongoing efforts in the irregular arena, the Navy is uniquely equipped and postured to have an enduring effect in this complex security environment. Today, the Navy provides one-half of the combat air sorties in Iraq and Afghanistan, protecting our ground troops in an irregular fight. The Navy is building partner capacity and sustainable regional maritime security force capability as shown in the ongoing Africa Partnership Station initiative. The goal of these efforts is to help countries at risk become net contributors to maritime security and good governance as part of a whole-of-government approach to diminish and counter violent extremism and other Irregular Warfare threats. We continue to evaluate opportunities in this environment, orient our force, and develop new means for applying the general purpose forces to meet irregular challenges.

Two prime examples are the Littoral Combat Ship (LCS) and the Joint High-Speed Vessel (JHSV). LCS’s inherent speed, agility, shallow draft, payload capacity, reconfigurable mission spaces, and air/water craft capabilities, combined with its core Command, Control, Communications, Computers and Intelligence, sensors, and weapons systems, make it an ideal platform for Irregular Warfare and maritime security operations, to include counter-piracy missions. JHSV also has some of the same characteristics as LCS (i.e. speed, agility, shallow draft, payload capacity, reconfigurable mission spaces, and air/water craft capabilities). JHSV is built to commercial American Bureau of Shipping (ABS) standards with minor military modification. The vessel can be operated with a core crew of civilian mariners as a non-combatant. It is less robust than LCS in terms of C<sup>4</sup>I system, sensors, and weapons systems (.50 cal only). Its ability to offload Army and Marine Corps equipment and personnel in austere or degraded ports can contribute to Irregular Warfare operations.

Consistent with the “Cooperative Strategy for 21st Century Seapower”, the Navy is at the front end of aligning its organizations and processes to be more adaptive across a broad range of challenges. In conjunction with DOD Directive (3000.07), tasking the Services to increase their proficiency in Irregular Warfare, and lessons learned through operations, the Navy is developing its vision and an operational concept for becoming a fundamental enabler to whole of government efforts to confront irregular challenges through balanced diplomacy, development, and defense.

As the Navy continues to refine the capabilities and capacities to address irregular challenges, Congress can advocate for the Navy’s employment in preventive maritime security and remain responsive to resource requirements that expand the Navy’s ability to address future concerns. The Navy remains postured to deter near-peer competitors, but with 70 percent of the world’s population living within 100 miles of the coast, irregular challenges will grow in the maritime domain and the Navy’s role in Irregular Warfare will be pivotal to addressing those challenges. As the Navy expands its aperture for Irregular Warfare, continued funding will be needed to equip our sailors with the training, resources, and equipment they need to carry out Irregular Warfare missions.

## QUESTIONS SUBMITTED TO ADMIRAL GARY ROUGHEAD

## QUESTIONS SUBMITTED BY CHAIRMAN DANIEL K. INOUYE

## FUTURE OF TESTING AT PMRF

*Question.* The Missile Defense Agency (MDA) together with the Navy has conducted Aegis Ballistic Missile Defense (BMD) tests at the Pacific Missile Range Facility (PMRF) for years. However, the future of that testing at PMRF is in jeopardy since MDA plans to move both Aegis and Terminal High Altitude Area Defense (THAAD) tests to the Reagan Test Site in Kwajalein, which will be expensive and cause delays in the test program.

What are the costs associated with moving Aegis ballistic missile defense tests out of the Pacific Missile Range Facility to the Reagan Test Site in Kwajalein? How will the delay in testing caused by moving to Kwajalein impact the Aegis BMD program?

*Answer.* The Navy has not yet assessed the impact to the program or costs associated with moving Aegis BMD tests to the Reagan site; however, I anticipate there will be increased logistics and support costs for Aegis ships operating in the vicinity of Kwajalein for BMD tests.

While some MDA Aegis BMD tests may require support from the Reagan Test Site or the Kodiak Launch Center because the tests require more complex, longer-range targets, the future MDA flight test program will continue to leverage the significant capabilities of PMRF. The communications architecture, data collection assets, logistics infrastructure, and ability to draw on an experienced and technically superb cadre of test planning and execution professionals have and continue to enable Aegis BMD to conduct a progressively more robust and realistic flight test program since 1995.

*Question.* What is the MDA's rationale for moving the Aegis BMD and THAAD tests out of PMRF?

*Answer.* Certain tests, such as the upcoming Aegis BMD-THAAD Flight Test Mission (FTM-15), may be moved to the Reagan Test Site in Kwajalein where MDA can conduct increasingly complex tests with longer-range targets, and higher engagement altitudes and velocities. Debris patterns from tests such as these produce larger debris patterns than previous Aegis BMD tests. If conducted at PMRF, these tests could result in debris that impacts the Hawaiian Islands in violation of the 1998 PMRF Enhanced Capability Environmental Impact Statement.

While MDA may require the use of the Reagan site to conduct BMD tests in certain threat-realistic regimes, MDA will continue to use PMRF for BMD and THAAD testing. Test plans indicate the majority of Aegis BMD testing will take place at PMRF and MDA will conduct more tests at PMRF than any other test range.

*Question.* What do the Navy and MDA need to do in order to continue Aegis and THAAD tests, including the future long range tests, at PMRF?

*Answer.* According to developed test plans, Aegis and THAAD testing at PMRF will continue and MDA will conduct more tests at PMRF than any other test range. However, selected future tests with longer-range targets, and higher engagement altitudes and velocities may result in debris patterns that could impact the Hawaiian Islands. These tests will be considered for the Reagan Test Site.

*Question.* What are the potential environmental hazards and risks for the Hawaiian Islands if the Navy and MDA continued to do more complex testing at PMRF?

*Answer.* More complex testing at PMRF may result in debris falling on the Hawaiian Islands. PMRF has consistently interpreted the 1998 PMRF Enhanced Capability Environmental Impact Statement (EIS), as allowing "no debris on island." Further EIS analysis of potential environmental impacts and safety risk analysis will be required to determine the feasibility of more complex tests.

## SHIP DEPOT MAINTENANCE

*Question.* Admiral Roughead, on May 14, 2009, the Committee received a letter responding to an authorization requirement certifying that the Navy has fully funded the 2010 requirements for ship steaming days and projected depot maintenance for ships and aircraft.

Less than a week after that letter was sent, on May 19, the Committee received the Navy's fiscal year 2010 Unfunded Programs List. The only items on that list are depot maintenance for aircraft and ships in the amount of \$395 million. Please explain how there are unfunded requirements for depot maintenance if the Committee has a letter certifying that sufficient funding has been requested to meet mission requirements in fiscal year 2010.

*Answer.* The fiscal year 2010 Department of the Navy Assessment of Ship Steaming Days, Ship Depot Maintenance and Air Depot Maintenance Workload delivered

with the May 14, 2009 letter to the Committee reported that ship depot maintenance was funded to 96 percent of the requirement, accepting some risk in deferred ship maintenance. It also reported that aircraft depot maintenance was funded at 100 percent for deployed squadrons, 97 percent for non-deployed squadrons, and 67 percent for engine maintenance. The Navy's fiscal year 2010 Unfunded Programs List is consistent with this report. Funding levels for maintenance represent the best balance of risk across the entire Navy program. The Navy remains committed to funding ship and aviation depot maintenance accounts within acceptable risk levels and meeting expected service life for our platforms.

*Question.* Admiral Roughead, what kind of actions is the Navy undertaking to reduce the reliance on supplemental funding for ship and aircraft depot maintenance?

*Answer.* The Navy is committed to accurately programming and budgeting costs into our baseline budget and reducing our reliance on supplemental funding. To that end, we continue to refine our performance models to better predict future maintenance requirements and operating costs for ships and aircraft. These performance models undergo a rigorous review process and are validated by an independent assessor. In addition to modeling, our Fleet Maintenance Board of Directors (FMBOD) provide additional oversight of the requirements definition phase for ship depot maintenance to ensure that hull-unique requirements are factored into our baseline. The Navy does not budget for unanticipated maintenance requirements; we address these emergent requirements in the year of execution.

#### AEGIS BALLISTIC MISSILE DEFENSE

*Question.* Admiral Roughead, in last year's testimony before this Committee, you told us that it was the appropriate time to consider migrating the "fielding wedge" of Aegis ballistic missile defense from the Missile Defense Agency to the Navy. Can you elaborate on what the "fielding wedge" entails and the status of that migration?

*Answer.* The "fielding wedge" is the common term MDA had used for the Department of Defense-wide account that provided funding for fielding Ballistic Missile Defense System assets, such as SM-3 missiles and additional Aegis BMD installations. Currently, procurement of SM-3 missiles is an MDA program and funds in the "fielding wedge" have been allocated to MDA.

When the SM-3 procurement program is transitioned to the Navy in the future, it may be appropriate for SM-3 procurement funding to migrate to the Navy.

The SM-3 missile used for exo-atmospheric (in space) intercepts is launched from our Aegis BMD capable cruisers and destroyers. Over the last 5 years MDA and the Navy developed and installed this capability in 3 cruisers and 15 destroyers for a total of 18 ships. In the fall of 2008, due to an increasing demand for BMD capable ships, MDA and the Navy collaborated in co-funding the installation of Aegis BMD capability in three additional East Coast Aegis ships in 2009 and 2010, increasing the Aegis BMD fleet to 21 ships. In the President's budget for fiscal year 2010, the Department added \$200 million across the FYDP to install the Aegis BMD capability on six additional Aegis ships.

#### SURFACE COMBATANTS

*Question.* Admiral Roughead, last year this committee supported continued funding for the DDG 1000 program and provided \$200 million in advance procurement funding to restart the DDG 51 program. We understand that the Navy has made decisions on how to proceed with these programs and has reached an agreement with shipyards on a construction plan. Would you explain the agreement and explain how this approach will benefit the Navy?

*Answer.* After extensive discussions with General Dynamics Corporation Bath Iron Works (BIW) and Northrop Grumman Shipbuilding (NGSB), the Navy will build all three DDG 1000 Class ships at BIW and the first three DDG 51 Class ships under the restarted program at NGSB. This agreement will ensure workload stability at both shipyards, leverage learning, stabilize and minimize cost risk for the DDG 1000 program, efficiently re-start DDG 51 construction, facilitate performance improvement opportunities at both shipyards, and maintain two sources of supply for future Navy surface combatant shipbuilding programs.

This plan most affordably meets the requirements for surface combatants, commences the transition to improved missile defense capability in new construction, and provides significant stability for the industrial base.

*Question.* Admiral Roughead, will the DDG 1000 be the precursor to the future cruiser?

*Answer.* Future surface combatant requirements are being studied. Capabilities and technologies inherent in both the DDG 51 class and DDG 1000 class will inform

this study and help us better approach future combatant requirements definition and designs.

*Question.* Admiral Roughead, how do you plan to employ the three DDG 1000s once they are delivered to the Navy?

*Answer.* The three DDG 1000 ships will be employed globally as U.S. Navy Fleet assets in traditional destroyer roles, as well as integral members of joint and combined expeditionary forces. The DDG 1000 will provide forward presence, deterrence, and support to ground forces through all-weather precision gun fire and inland strikes and littoral anti-submarine warfare.

#### ADVANCE SEAL DELIVERY SYSTEM

*Question.* Last November, the Advanced SEAL Delivery System suffered a catastrophic fire which brought into question whether a repair was feasible. It now appears that the ASDS could be repaired, although the repair could take several years and cost several hundreds of millions of dollars.

*Admiral Roughead,* do you have firm estimates on what it would take to repair the ASDS? Has Special Operations Command and the Navy developed a proposal for how to pay that bill?

*Answer.* The current ASDS repair estimate is approximately \$250 million. The program cost estimates have been reviewed by cost engineers and are considered reasonable for the anticipated repairs, however, the Naval Sea Systems Command Program Office will continue to refine the cost estimate. USSOCOM is pursuing various options to obtain funding to effect the repairs.

*Question.* Admiral Roughead, SOCOM is planning to build a new ASDS-like submarine, with research and development funds requested in this budget. Do you believe there is an urgent case to repair the ASDS, considering that a new capability is expected to be available soon after the ASDS repairs would be completed?

*Answer.* The estimated repair timeline would return ASDS to service in fiscal year 2012. The acquisition plan for the Joint Multi-Mission Submersible has the first vehicle achieving Initial Operational Capability in fiscal year 2016. SOCOM has validated numerous missions for this capability in the near term. Failure to repair ASDS-1 would result a capability gap for four years and, therefore, delay such missions.

#### AMPHIBIOUS SHIPS

*Question.* Admiral Roughead, what is the current status of the seabasing concept?

*Answer.* Seabasing concept supports our Maritime Strategy. Seabasing enables operational commanders to project capabilities ashore whether access is opposed, infrastructure (air and sea ports) are non-existent, or a large footprint ashore is politically undesirable.

In recent years we have expanded upon the seabasing concept. Examples of seabasing include: U.S. Fifth Fleet's Combined Task Force 151 counter-piracy operations, U.S. Pacific Fleet's Pacific Partnership humanitarian civic assistance missions, Naval Forces Africa's/Naval Forces Europe's Africa Partnership Station initiative to improve maritime safety and security in West and Central Africa, U.S. Fourth Fleet's Continuing Promise humanitarian civic assistance operation in U.S. Southern Command's area of responsibility, the 2006 non-combatant evacuation operation from Lebanon, the 2005 Pakistan earthquake response, and the 2005 Asian tsunami response.

The ongoing Seabasing Capabilities Based Assessment (CBA) will identify and prioritize capability gaps and propose solutions that could enhance our ability to meet future requirements.

#### AMPHIBIOUS LIFT REQUIREMENT

*Question.* Admiral Roughead, would you comment on the 38 ship amphibious lift requirement, and the future requirements for seabasing?

*Answer.* In the January 2009 Report to Congress on Naval Amphibious Force Structure, the Commandant of the Marine Corps and I reaffirmed that 38 amphibious ships are required to lift the assault echelon of 2.0 Marine Expeditionary Brigades (MEBs). We agreed to sustain, resources permitting, an amphibious force of about 33 total amphibious ships in the assault echelon, evenly balanced at 11 aviation capable ships, 11 LPD-17 class ships, and 11 LSD 41 class ships. The 33 ship force accepts risk in the arrival of combat support and combat service support elements of the MEB but has been judged to be adequate in meeting the needs of all parties within the limits of today's fiscal realities.

The Navy and Marine Corps continuously evaluate amphibious lift capabilities to meet current and projected requirements. In addition to our internal reviews, the

Quadrennial Defense Review is assessing future amphibious force structure requirements.

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In recent years we have expanded upon the seabasing concept. Examples of seabasing include: U.S. Fifth Fleet's Combined Task Force 151 counter-piracy operations, U.S. Pacific Fleet's Pacific Partnership humanitarian civic assistance missions, Naval Forces Africa's/Naval Forces Europe's Africa Partnership Station initiative to improve maritime safety and security in West and Central Africa, U.S. Fourth Fleet's Continuing Promise humanitarian civic assistance operation in U.S. Southern Command's area of responsibility, the 2006 non-combatant evacuation operation from Lebanon, the 2005 Pakistan earthquake response, and the 2005 Asian tsunami response.

The ongoing Seabasing Capabilities Based Assessment (CBA) will identify and prioritize capability gaps and propose solutions that could enhance our ability to meet future requirements.

#### NEXT GENERATION BALLISTIC SUBMARINE

*Question.* The President announced in April a new series of nuclear arms control efforts, including negotiations on an arms reduction treaty with Russia and a goal to eventually retire our nuclear arsenal. But the budget request includes \$387 million to begin development of the next generation ballistic missile submarine, which would go into production approximately 10 years from now.

Admiral Roughead, given these new arms control initiatives and the upcoming Nuclear Posture Review, why is this the appropriate time to begin developing a new platform for our strategic arsenal?

Answer. The President has reaffirmed the need to maintain a strong strategic deterrent for the foreseeable future. To ensure there is no gap in strategic coverage when the OHIO class SSBNs begin to retire in 2027, we need to start concept and system definition for the OHIO class replacement in fiscal year 2010. Starting this work now is consistent with the 20-year timeline used to develop, build, and test the existing OHIO class submarines. There are key technical and schedule drivers that require the fiscal year 2010 start so design and technology can mature to support a fiscal year 2019 ship construction schedule. Additionally, we will achieve significant program benefits by aligning our efforts with those of the United Kingdom as they move forward with their SSBN replacement program.

*Question.* Admiral Roughead, there are significant concerns about the cost of a new ballistic missile submarine. Some are saying that it could cost as much as an aircraft carrier. Is there a target cost for this new submarine to allow it to fit into our long-term shipbuilding plan?

Answer. No cost target has been established for the SSBN replacement. The Navy is currently conducting an Analysis of Alternatives (AoA) and will develop an estimated Shipbuilding and Conversion, Navy (SCN) cost for the new ballistic submarine after the completion of the AoA in early 2010.

#### LONG-TERM PLAN FOR END STRENGTH

*Question.* Admiral Roughead, this year the Navy decided to halt its personnel reductions, believing the current plan cut too deep. The Navy now plans to reach an end strength of 328,800 in fiscal year 2010. What is the long term plan for the Navy's end strength?

Answer. The Navy fiscal year 2010 budget requests baseline end strength of 324,400 plus Overseas Contingency Operations (OCO) funding to support temporary augmentation requirements of up to 4,400 additional personnel. Navy manpower requirements are determined by the Navy's force structure, assigned missions, and job related tasks; therefore, Navy's long-term plan for end strength will be shaped by decisions from the Quadrennial Defense Review regarding these factors. With QDR guidance, Navy will review job tasks and processes, identify manpower and training requirements to support new missions or cease work that may no longer be required, and recommend improvements to training and distribution processes. Navy is committed to size, shape, and stabilize the force to fit current and future manpower requirements to meet future threats.

#### CONSIDERATIONS TO RESOURCE ADDITIONAL PERSONNEL

*Question.* Admiral, what tradeoffs is the Navy considering to be able to resource these additional personnel?

Answer. The President's budget submitted to the Congress provides the necessary funding for the Navy's requested baseline end strength requirements. Navy has requested Overseas Contingency Operations (OCO) funding to support temporary augmentation requirements of up to 4,400 in fiscal year 2010.

QUESTIONS SUBMITTED BY SENATOR THAD COCHRAN

COMMON HULL FORMS

*Question.* Admiral Roughead, you are on record as being a strong advocate for the use of common hull forms to permit longer production runs to help reduce shipbuilding costs. As you have said in the past, "We can no longer design a different ship for every different mission that we have." We must plan and build ships more efficiently, and I agree with your commonality approach as one means to make headway in this area.

With this in mind, do you see any utility in using the LPD-17 hull as the future replacement for joint command ships and dock landing ships?

Answer. In general, the Navy's long range vision for shipbuilding includes reducing the types and models of ships in the Fleet, maximizing the reuse of ship designs and components, and building ship variants that leverage existing production lines. Regarding the LPD-17 hull, we are currently considering this hull, along with the existing T-AKE hull in an Analysis of Alternatives for the replacement of our two existing LCC ships.

FIRE SCOUT UNMANNED AERIAL VEHICLE

*Question.* Admiral Roughead, the Fire Scout unmanned aerial vehicle is being developed for deployment aboard Littoral Combat Ships. I have been informed the Navy has been testing the Fire Scout at-sea aboard frigates and plans to deploy the system aboard the U.S.S. *McInerney* this fall. Could you update the committee on how testing is progressing and what operational impact deployment of the system will have for the Navy?

Answer. The Fire Scout is successfully completing developmental testing and is on track to deploy in the fall of 2009 on-board the U.S.S. *McInerney*. Three productive ship test periods aboard the U.S.S. *McInerney* have been completed. Systems testing of the Vertical Takeoff and Landing Tactical Unmanned Aerial Vehicle (VTUAV) Command and Control, Data Links, landing sub-system, flight deck procedures, and Ground Control Station were performed during the February 2009 at sea period. Dynamic Interface testing was completed in the April 2009 and May 2009 at sea periods, clearing an operationally acceptable flight envelope.

During the U.S.S. *McInerney* deployment, the Fire Scout will enhance the ship's war fighting capability by using its sensors and persistence to increase battle space awareness. Specifically, during drug interdiction operations, the Fire Scout can use its speed and electro-optical/infra-red (EO/IR) sensor to maintain visual contact on high speed trafficking boats and provide evidence suitable for prosecution.

FIRE SCOUT UAV BENEFITS

*Question.* Admiral Roughead, do you believe there are benefits to deploying Fire Scout aboard all air-capable ships?

Answer. Fire Scout has capabilities that are applicable to all air-capable ships. Presently, the requirement and funding support integration on the LCS class and one frigate deployment in support of Fire Scout Initial Operational Test and Evaluation. Future plans for Fire Scout to be deployed on additional ships will be guided by the operational value, other Navy priorities and our budget.

LITTORAL COMBAT SHIP

*Question.* Admiral Roughead, the original cost estimate for the Littoral Combat Ship was \$220 million per ship. The Navy's fiscal year 2010 budget request includes the procurement of three Littoral Combat Ships funded at a congressionally mandated cost cap of \$460 million per ship. However, current estimates are that the fiscal year 2010 ships will cost about \$100 million more per ship than you have requested. How does the Navy intend to execute the fiscal year 2010 Littoral Combat Ship request given this shortfall?

Answer. Navy is actively engaged with industry to implement cost reductions with the intent to procure the fiscal year 2010 ships within the \$460 million cost cap. We have formalized a cost reduction effort that primarily targets cost drivers in design, Navy specifications, and program management costs. Until manufacturing effi-

ciencies can be achieved for the follow on ships Navy may require some legislative relief regarding the fiscal year 2010 LCS cost-cap.

JOINT HIGH SPEED VESSEL (JHSV)

*Question.* Admiral Roughead, the Administration's budget proposal requests two Joint High Speed Vessels, one funded by the Navy and one funded by the Army. Would you describe to the committee the Department's procurement plans for these vessels? In addition, please explain the capability strengths and weaknesses of the Joint High Speed Vessel and the sea state limitations?

*Answer.* The current requirement for the Joint High Speed Vessel (JHSV) program is 20 ships: 15 ships to be operated by the Navy and 5 ships to be operated by the Army. The Detail Design and Construction contract for the first vessel, funded in fiscal year 2008 for the Army, was awarded to Austal USA on November 13, 2008. Funding for the second and third ships (one Navy and one Army) was provided in the fiscal year 2009 Defense Appropriations Act. Funding for fourth and fifth ships (one Navy and one Army) is included in the fiscal year 2010 budget request. Delivery of the first Army JHSV is expected in 2011. Delivery of the first Navy ship is expected in 2012.

JHSV will be a high-speed, shallow-draft surface ship that will be able to rapidly transport medium payloads of cargo and personnel in-theater, reconfigure and rearrange loads when missions change and access to port facilities that are too austere or shallow for other larger auxiliary ships. JHSV, while performing a variety of lift and support missions, will be a non-combatant ship that will operate in permissive environments or in higher threat environments under the protection of combatant vessels and other Joint forces. JHSV is a commercial-design and does not require the development of any new technology. JHSV is being built to American Bureau of Shipping (ABS) High Speed Naval Craft Code. It has no combat system capability.

JHSV capabilities include:

- High speed transits of 35 knots.
- Open architecture and rapid reconfigurability for Command, Control, Communications, Computers, and Intelligence (C<sup>4</sup>I).
- High payload fraction and large, rapidly reconfigurable, payload volume.
- Shallow 13-foot draft.
- Support for helicopter operations; and at-sea replenishment of fuel and cargo extended range transits of greater than 3,000 nm in up to Sea State 3.

QUESTION SUBMITTED BY SENATOR ROBERT F. BENNETT

F/A-18 E/F'S RETIRE AND JSF SHORTFALL

*Question.* Admiral Roughead, considering the numerous challenges currently facing the Navy, I am impressed by the variety of tasks that you undertake, particularly the sizable portion of missions flown by Navy airmen over Afghanistan. I am concerned by the drop in the number of airframes that will be available to the Navy due to battle-worn F/A-18 E/F's having to be retired sooner than anticipated. While I understand the fundamental role that the new F-35 Joint Strike Fighter (JSF) will play in addressing this shortfall, how do you plan to maintain the Navy's ability to carry out its air operations should the JSF program become significantly delayed? What actions are currently being taken to address this problem? How can the Congress assist you in meeting this responsibility?

*Answer.* The Navy is experiencing a decrease in strike fighter capacity due to the continued high pace of operating our older F/A-18 A-D aircraft. The timely delivery of the Joint Strike Fighter is critical to our ability to meet operational demands for expeditionary strike and maintain a mix of strike fighter aircraft on our carrier decks.

Until JSF reaches initial operating capability in 2015, we are managing our existing strike fighter inventory by extending service life of our F/A-18A-D Hornets beyond their originally-designed 6,000-hour service life to 8,000 flight hours. There is also the potential to extend the service lives of some of our A-D Hornets further, to 10,000 hours.

The Quadrennial Defense Review (QDR) will review TACAIR requirements across all the Services to include the required number of carrier-capable strike fighters our nation needs. Navy will then do a cost-benefit analysis to determine the best option for buying additional life in our strike fighter inventory: through service life extensions of existing aircraft, through procurement of new aircraft, or through a combination of these two options. The fiscal year 2010 budget contains appropriate

funding to continue development and procurement of JSF and buy an adequate number of F/A-18 aircraft to keep that production line open until QDR completes its review.

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QUESTIONS SUBMITTED TO GENERAL JOHN T. CONWAY

QUESTIONS SUBMITTED BY CHAIRMAN DANIEL K. INOUE

MARINE CORPS END STRENGTH

*Question.* General Conway, as the Army and Marine Corps complete their planned end strength growth, there has been discussion about whether the Army should continue to grow to sustain the current operational tempo. Has the Marine Corps undertaken a similar analysis? Do you think the Marine Corps has reached an end strength that is large enough to sustain operations and relieve the strain on the force?

General, what does the increased commitment to Afghanistan mean for the end strength of the Marine Corps? How will this affect the Marine Corps ability to sustain its current commitments?

Answer. The Marine Corps has undertaken similar analysis by conducting the Uncompensated Review Board (URB) for the last 2 years. The URB conducts an annual review and validation of the Marine Corps' capabilities to assess new active duty uncompensated force structure requirements and prioritize these adjustments against my approved force structure plan. If analysis supports, the URB will recommend that the end strength of the Marine Corps be increased. Following the URB, a standing DOTMLPF (Doctrine, Organization, Training, Materiel, Leadership and Education, Personnel and Facilities) Working Group is overseeing the implementation and synchronization of this plan. This working group consists of a cross section of my staff and the Marine Forces Commanders.

The Marine Corps has reached an end strength that is large enough to sustain operations and relieve the strain on the force. I continue to stress that the growth to 202,000 active-duty Marines will enable the Corps to meet current and future challenges in an increasingly demanding operational environment. Growth to 202,000 gives the Marine Corps the capacity to deploy forces in response to contingencies and to support security cooperation efforts with our partners across all theaters. Our forces are multi-capable, transitioning seamlessly from fighting conventional and hybrid threats to promoting stability and mitigating conditions that lead to conflict. By building to 202,000, we improve training, upgrade readiness, and enhance the quality of life for all our Marines and their families by allowing them more recovery time between deployments.

MARINE CORPS SUICIDE AND DIVORCE RATES

*Question.* General Conway, the Marine Corps' suicide and divorce rate have risen sharply this past year. It appears that the strain of frequent deployments is beginning to show in the emotional health of our Marines. What more can the Marine Corps do to support Marines and their families?

General, the Marine Corps what additional support could the Committee provide to help alleviate the strain on the force?

Answer. There is no question that continued OPTEMPO puts stress on the force, not just for deploying Marines, but for those who remain behind and face increased workloads. There were year on year increases for 2008 in suicide incidents and divorces.

*Health of the Force.*—Marine Corps commanders are fully engaged in promoting the psychological health of our Marines, Sailors, and family members. To enable leaders, individuals, and families to prepare for and manage the stress of operational deployment cycles, the Combat and Operational Stress Control (COSC) Program provides a set of policies, training, and tools to prepare for the upcoming deployment, recognize stress reactions early and manage them more effectively within operational units. Marine leaders are assisted by mental health professionals, chaplains, and COSC regional training coordinators in the operating forces, to detect stress problems in warfighters as early as possible, and are provided the resources to effectively manage these stress problems in theater or at home base. Resources are also provided for the family members left behind to provide support, communications, and information flow.

This training is being incorporated in formal Professional Military Education schools for both officer and enlisted Marines, such as the Expeditionary Warfare School and the Staff Non-commissioned Officer Advanced Course. We have staffed

full-time COSC training coordinators at each of our Marine Expeditionary Force headquarters.

To assist with prevention, rapid identification, and effective treatment of combat operational stress, we are expanding the Operational Stress Control and Readiness (OSCAR) Program—our program of embedding mental health professionals in operational units—to directly support all active and reserve ground combat elements. This year, we begin placing mental health professionals organic to the active Divisions and Marine Forces Reserve. By fiscal year 2011, full OSCAR teams will be fielded to the Infantry Regiment level. OSCAR will eventually be expanded to all deployed elements of the Marine Air-Ground Task Force.

Our Marine Operational Stress Training (MOST) program was developed with Tri-Marine Expeditionary Force (TRI MEF) Commanders based on the USMC COSC stress continuum model, now adopted by OSD. Our program supports the full deployment cycle by focusing on Leaders, Marines and families from pre-deployment through post-deployment, providing information on what's to come, what to look for, and what to do when stress reactions appear. COSC concepts have also been incorporated in family readiness training.

*Suicide.*—We are taking proactive action to address the issue of suicide. The Sergeant Major hand-selected a senior enlisted Marine leader to add unique insight to our efforts in suicide prevention, and the Assistant Commandant (ACMC), through the Executive Safety Board, is directing a series of initiatives which are currently in accelerated development:

—*Training.*—Since 90 percent of suicides have tended to occur in the ranks of E1–E5 Marines, a half-day, high impact, relevant workshop has been designed to reach the NCO/FMF Sailor community and facilitate their work with junior enlisted Marines. This training is expected to be ready by this summer. In March, I directed that an all-hands training on suicide prevention be conducted throughout the Corps.

—*Leadership Suicide Prevention Video Messages.*—All O6 and higher commanding officers have been directed to produce videos focusing on leadership and suicide prevention to set the tone for stigma reduction and an imperative of prevention.

—*Integration of Suicide Prevention and the Marine Corps Martial Arts Program (MCMAP).*—A prevention message was incorporated in the MCMAP program in a manner appropriate and engaging to reach all Marines.

—*Relationship Distress Hotline.*—Relationship problems, both romantic and marital, remain the number one associated stressor related to suicidal behavior. Suicide is complex and while this is not the only problem, it is the most common. A hotline by phone, email and live internet chat that is marketed specifically to assist with relationship distress and questions may reduce risk of suicide related behaviors that result from this type of stress. In the interim, we have partnered with The Outreach Call Center of the Defense Center of Excellence on Psychological Health and Traumatic Brain Injury, and Military OneSource to strategically market their relationship building resources to Marines and family members.

We will continue to aggressively pursue suicide prevention initiatives; reevaluate existing programs designed to reduce the stressors most correlated with suicidal behavior; develop and distribute new prevention programs; and refresh and expand training materials.

*Divorce.*—Relationship problems leading to distress may result from difficulties in communication, parenting, sexual intimacy, finances or immaturity. The average age of married enlisted Marines is 27 and the average age of Marine Corps spouses is 28, the youngest of all the four military services. Coupling this young age with the demands of a military lifestyle can result in significant challenges for Marine couples.

The Marine Corps takes a proactive stance in supporting healthy marital relationships. Most leaders are keenly aware of how relationships can impact mission readiness. When Marines are confident that their relationships are in good standing and their spouses are supported, they are able to focus on the mission at hand.

Leaders encourage participation in such marital support programs as:

—*Marriage Enrichment Workshops.*—The chaplain and Marine Corps Family Team Building offer this workshop which is built on the very successful Personal Relationship Enhancement Program (PREP). This program focuses on skill building in a fun and relaxed environment.

—*Face to Face Counseling Support.*—Services of MCCS One Source supplement the existing support system for Marines and their families by providing assistance 24 hours a day, 7 days a week via toll free telephone and Internet access. In addition, MCCS One Source supports geographically dispersed Marines and their families (recruiters, Inspector and Instructor staffs, and mobilized reserv-

ists) who do not have traditional services available. Military OneSource provides counseling support, 24/7, 7 days a week, for anyone seeking to learn more about building a strong relationship that lasts. One Source can provide assistance through referrals to military and community resources, online articles, newsletters, and workshops, prepaid booklets and audio recordings.

—*Couples Counseling.*—The Counseling Center at Marine and Family Services provides individual, marriage, and family counseling as needed. Services are intended to be solution-focused on well-defined problem areas amenable to brief intervention and rehabilitation, such as adult adjustment issues, crisis intervention, academic and occupational problems, parent-child communication, grief and loss issues, and nonviolent marital problems. Licensed clinical providers assist clients to identify and clarify the nature and extent of problems based on an initial assessment, and to develop a collaborative plan for solving problems; and

—*Spouse Support.*—These programs are aimed at reducing the social isolation many young spouses experience and help to establish more realistic expectations of what marriage in the Marine Corps is all about. Some of these programs include:

—*L.I.N.K.S.*—A Marine Corps Family Team Building program that offers an orientation to the Marine lifestyle for all spouses. The orientation includes spouse-to-spouse mentorship and small group discussion, and provides a positive, supportive environment for spouses of all ages to learn to manage the demands of Marine Corps life and to work together as team;

—*Key Volunteer Network*—This program is an integral part of the commander's official family readiness program and is the primary communication link between the Commanding Officer and unit families for the enhancement of mission readiness. The Network supports families on the home front when Marines are deployed. Not only does the Network provide information on local programs and services but also provides support through unit based activities;

—*Spouse Learning Series.*—One-day seminar provided by MCCA and hosted by Marine Corps Family Team Building to equip spouses with techniques and skills that help to develop leadership skills.

#### AMPHIBIOUS SHIPS

*Question.* General Conway, the ability to operate independently from the sea is a core capability of the Navy and the Marine Corps. The Marine Corps is developing new tactical vehicles and aviation systems for future warfighting capability. Are you concerned about these systems making the Marine Corps is too heavy, and that our amphibious lift capability may be inadequate to allow the Marine Corps to continue to operate as units from ships?

*Answer.* Yes, I'm concerned that we are getting heavier. As a result of our current operations in Iraq and Afghanistan, much of the equipment we have has gotten heavier because of our efforts to provide more protection for our Marines and Sailors. This increased weight, coupled with increased dimensions, affects how we are able to embark on amphibious ships as well as prepositioning ships and other strategic sealift platforms and how we tactically move ashore. Our requirement for square foot vehicle stowage on Assault Echelon amphibious ships has grown, along with the weight of the vehicles; consequently, we are working to find the right balance between protection and transportability for our future forces. Further, we are examining how tactical movement ashore (assault) times have been affected because of weight for the vertical landing and by both weight and vehicle square for surface landings.

#### MINE RESISTANT ALL TERRAIN VEHICLES FOR AFGHANISTAN

*Question.* General Conway, Mine Resistant Ambush Protected Vehicles, referred to as "MRAPs" in short, have saved thousands of lives in Iraq. To address the complex terrain in Afghanistan, the Department will purchase a lighter version of the MRAP vehicle, known as the "M-ATV". But we are hearing that the Marine Corps is opting to upgrade its MRAPs instead of purchasing the lighter M-ATV for troops deploying to Afghanistan. Can you tell us the advantages of this strategy?

*Answer.* We are upgrading current Mine Resistant Ambush Protected (MRAPs) vehicles with a modified independent suspension system that is being used on the highly reliable Medium Tactical Vehicle Replacement (MTVR) vehicles. This will significantly increase the vehicles' off road mobility while retaining crew survivability. The MRAP All Terrain Vehicle (M-ATV) will be used to complement the other tactical vehicles that are already in the theater of operations. We anticipate awarding M-ATV contracts by the end of June 2009.

*Question.* General Conway, can you assure the Committee that upgraded MRAPs will provide the same level of force protection for our troops as the newer, lighter M-ATVs?

*Answer.* Yes. Survivability is always a priority in our ongoing spiral development efforts. All MRAPs undergo rigorous testing and evaluation to ensure the greatest survivability capabilities are available to our forces to meet the warfighters' requirements.

*Question.* General Conway, the original MRAP program was managed through the Marine Corps. The M-ATV program is being managed through the Army. What caused this transition and how is it affecting the Program Office's ability to move forward on the program?

*Answer.* The MRAP program continues to be managed by the Marine Corps. The Office of the Secretary of Defense (OSD) determined the M-ATV is within the MRAP family of vehicles. MRAP Joint Program Office (JPO) personnel are leveraging the resources of the U.S. Army Tank-automotive and Armaments Command (TACOM) Contracting Center to conduct the competitive acquisition and award the contract.

#### MARINE CORPS MOVE FROM OKINAWA TO GUAM

*Question.* General Conway, the original plan to move Marines from Okinawa to Guam included moving 8,000 and 9,000 dependants. Are those numbers still accurate or has the size of the move been reexamined.

*Answer.* The relocation of Marine units to Guam alleviates growing encroachment issues on Okinawa and creates a long-term, enduring force posture in the Pacific. The Agreed Implementation Plans (AIPs) calls for approximately 8,000 Marines to relocate to Guam and approximately 10,000 Marines to remain on Okinawa.

Many things have changed since the planning and development of the 2006 Roadmap and associated AIPs. These changes have forced planners to re-evaluate what is the proper force lay down in the Pacific, specifically the appropriate array of MAGTF units to properly support the PACOM commander's operational requirements. While the Marine Corps is executing strictly toward the AIP force laydown, it looks forward to opportunities that may re-examine the force posture, such as the Quadrennial Defense Review and the Deputy Secretary of Defense Guam Oversight.

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#### QUESTIONS SUBMITTED BY SENATOR THAD COCHRAN

##### AMPHIBIOUS SHIP REQUIREMENTS

*Question.* General Conway, based on current major contingency plans what is the requirement for amphibious ships, and how can these plans be conducted with the current number of amphibious ships?

*Answer.* The Marine Corps' contribution to the Nation's forcible entry requirement is a single, simultaneously-employed two Marine Expeditionary Brigade (MEB) assault capability—as part of a seabased Marine Expeditionary Force (MEF). Although not a part of the MEF Assault Echelon (AE), a third reinforcing MEB is required and will be provided through MPF(F) shipping. Each MEB AE requires seventeen amphibious warfare ships—resulting in an overall ship requirement for thirty-four amphibious warfare ships. To make thirty-four operationally available amphibious ships based on a CNO approved maintenance factor of 10 percent, four additional ships are required for an inventory of thirty-eight amphibious ships which also covers our forward presence requirement. The Navy and Marine Corps have agreed to this requirement in a January 7, 2009 letter to members of the House Appropriations Committee which also states that: "Understanding this requirement, and in light of the fiscal constraints with which the Navy is faced, the Department of the Navy will sustain a minimum of 33 total amphibious ships in the assault echelon. This 33 ship force accepts risk in the arrival of combat support and combat service support elements of the MEB, but has been adjudged to be adequate in meeting the needs of the naval service within today's fiscal limitations."

Again, this arrangement accepts some degree of risk but is feasible with the assault echelons being rapidly reinforced by Maritime Prepositioning Force Future (MPF-F).

*Question.* General Conway, what is the current readiness status of amphibious ships particularly with crew manning and material readiness?

*Answer.* This question is more appropriately aimed at the CNO and his staff to answer the details; however, I will say that amphibious class ships are among the ships with the highest Operational tempo (OPTEMPO) in the Surface Fleet.

*Question.* General Conway, how does the move of Marines from Okinawa to Guam change or shape the requirement for amphibious ships either in their homeport lay down and/or numbers?

*Answer.* The Pacific realignment will result in a disaggregation of III MEF forces on Okinawa, Guam, and Hawaii. This disaggregation creates inherent challenges in sustaining MAGTF core competencies and rapidly responding to contingencies in the theater. The realignment highlights the need for increased theater mobility, which is provided by a combination of tactical airlift, high-speed vessels, amphibious ships, black-bottom shipping (MSC), and strategic airlift. The quantity and mix of theater mobility assets, some of which may be sourced globally, will be reviewed as the force laydown, training requirements, Theater Security Cooperation plans, and OPLANS are refined as we progress with Pacific realignment planning. Currently, amphibious shipping is home stationed in Sasebo, Japan, and Honolulu, Hawaii, to support Marines on Okinawa and Hawaii, and could be used to support Marines on Guam with additional transit time. A review of amphibious shipping support for Marine forces based on Guam has not been initiated as key issues, such as force laydown and training, are still being studied within the Quadrennial Defense Review.

*Question.* General Conway, does the Army or Special Operations Command have any requirement for amphibious ships? If not, why not? And if yes, how are their requirements factored into the overall program?

*Answer.* According to our research, the U.S. Army and USSOCOM currently have no requirement for amphibious ships. The U.S. Marine Corps provides the nation's "forcible entry from the sea," it is our core competency.

*Question.* General Conway, we have seen amphibious ships used for non-traditional functions such as disaster relief and humanitarian-assistance. What other missions or requirements exist for amphibious ships; could they be used for, mine counter measure ships, Afloat Forward Staging Bases for Special Operations Forces, Theater Security Cooperation Platforms, and Marine Air-Ground Task Force. Would these missions or requirements change the overall requirement for amphibious ships?

*Answer.* Broadly stated, there are three competing demands for amphibious ships. The first two, maintaining persistent forward presence and episodically aggregating sufficient numbers to deliver the assault echelon in a joint forcible entry operation, are both tied to lifting Marine air-ground task forces. The third demand is tied to key joint enablers.

—*Forward Presence.*—Amphibious forces in general, and Amphibious Ready Groups with embarked Marine Expeditionary Units (ARG/MEU) in particular, have proven themselves invaluable for regional deterrence and crisis response. In recent years amphibious ships have also demonstrated their utility for missions such as security cooperation and civil support to include humanitarian assistance and disaster relief. They allow the United States to discretely interact with partner nations without the unintended consequences often generated by a large footprint ashore in politically sensitive areas. As a result, in this era of declining overseas access the geographic combatant commanders' (GCC) have an increased demand for forward-postured amphibious forces. The cumulative GCC demand for forward-postured amphibious forces can be met with an inventory of 38 ships.

—*Assault Echelon.*—An amphibious inventory of 38 ships will also support Marine Corps forcible entry requirements. The assault echelon of a Marine Expeditionary Force can be accommodated on 34 ships. Our challenge is one of aggregating those 34 ships from an inventory of 38. Essentially, that means we can have no more than four ships—10 percent of the inventory—in maintenance at any one time and that the United States is willing to sail the remaining 34 ships away from all other global commitments.

—*Joint Enablers.*—Extant operation plans and recent experience prove the need for amphibious ships specifically dedicated to support Special Operations Forces (SOF) and Mine Countermeasure (MCM) forces. Inasmuch as SOF and MCM support are critical enablers for forcible entry, these requirements must be supported either by the acquisition of additional amphibious ships—over and above the 38 needed to satisfy Marine Corps forward presence/assault echelon requirements—or the provision of other suitable platforms.

#### MEDEVAC MISSION SUPPORT IN AFGHANISTAN

*Question.* General Conway, the issue of providing timely medical care for our service members in combat is of great concern to us all. A major contributor to being able to providing timely care is associated with having full medical evacuation capabilities in Theater. Have you seen any improvement in lowering the response time

in Afghanistan for medical evacuations? If so, do these efforts meet your expectations for providing support to the additional personnel being stationed in Afghanistan and what other improvements are planned to support the medical needs of additional ground forces?

Answer. I am very pleased with the procedures initiated by CENTCOM to monitor the Secretary of Defense's directed 60-minute MEDEVAC standard. We have to give the newly arriving forces time on the ground to become Fully Operational Capable (FOC) before improvements can be measured. When the units are declared FOC and start conducting missions, CENTCOM will analyze their progress and conduct reassessments on capabilities including MEDEVAC. I am of the belief that the initial medical and MEDEVAC forces requested by USFOR-A and CENTCOM as well as the additional Forward Surgical Teams and MEDEVAC recommended by the Joint Staff and approved by the Secretary of Defense are capable of providing care to the additional force structure and will meet the directed 60-minute MEDEVAC standard. The standard is measured from "point of injury" to "surgical intervention."

#### MARINE CORPS CARGO UNMANNED AIR SYSTEMS (UAS)

*Question.* General Conway, I have been informed that the Marine Corps is interested in an unmanned aerial system for cargo operations for troop resupply in Afghanistan and that you hope to have this capability by February of next year. Could you please discuss the Marine Corps' immediate need for this unmanned air cargo system in Afghanistan? We would also like to hear more about the requirements and potential solutions for this capability.

Answer. The objective of the Marine Corps Warfighting Lab's (MCWL) effort is to find a technology capable of removing, in whole or in part, the need to move supplies to Forward Operating Bases (FOBs) by ground transportation. The focus is "getting trucks off the road" as soon as possible in Afghanistan to reduce the vulnerability of supply lines. In general, the capability need is for an unmanned air vehicle to be able to deliver 10,000–20,000 pounds of cargo in a 24 hour period to a round-trip distance of 150 nautical miles and hover in ground effect/hover out of ground effect (HIGE/HOGE) at 12,000 feet density altitude (DA) but fly at 15,000 feet DA with a full cargo load.

In the next 6 months we hope to demonstrate currently available technologies that may be operationally relevant. We will then transition the successful technologies to the appropriate acquisition command immediately thereafter for future operational deployment. The Naval Research Enterprise is also investigating longer term technology candidates for future capabilities.

MCWL is currently in the process of conducting a source selection to select vendor(s) capable of demonstrating the capability of providing an immediate cargo unmanned aerial systems. For the demonstration, a single airframe must deliver at least 2,500 lbs of cargo in a 6 hour period to a location 75NM from the starting point (which is a representation of 10,000 lbs in a 24 hour period with a round-trip distance of 150 nautical miles), Beyond Line Of Sight (BLOS) from origination. The System shall be able to terminally control the vehicle from a destination location which is BLOS from the launch location with a remote controller. Terminal control will consist of the following options at the destination location: Deliver at programmed location, abort delivery, and return to launch location with original load. The smallest element in a cargo package shall be equivalent to at least a standard wood pallet (48 by 40 in. Stack ~ 67 in.) of cubic volume.

It is anticipated that a contract(s) will be awarded on or about 17 July 2009.

#### JOINT HIGH SPEED VESSEL (JHSV)

*Question.* General Conway, given the sea state limitations of the Joint High Speed Vessel, what is the impact or potential impact on Marine operations and training.

Answer. According to the JHSV Capability Development Document, it is designed for a speed of 35 knots in a sea state 3 (SS3) carrying the threshold payload of 600 short tons. The high speed of the vessel allows it to maneuver and change course to mitigate forecasted higher sea conditions allowing it to maintain the mission profile. The HSV-2 Swift supported humanitarian assistance operations in Beirut, Lebanon in 2006 as part of a record breaking 2-year deployment period (2005–2007) in which *Swift* successfully completed various missions in support of EUCOM, CENTCOM, PACOM, and SOUTHCOM. Further, the *WestPac Express* continues to provide critical intra-theater sealift support to III MEF, so there is no impact on our operations and training.

## QUESTION SUBMITTED BY SENATOR ROBERT F. BENNETT

V-22

*Question.* General Conway, in your efforts to “modernize for tomorrow,” I am interested in the progress being made on a tactical vehicle that readily fits inside the V-22. What is the status of identifying and procuring an effective vehicle that meets Marine requirements? What assistance can Congress provide to ensure that our V-22 transported assault forces have the mobility that they need to carry out their mission?

*Answer.* The Internally Transported Vehicle (ITV) is a family of vehicles developed and procured by the Marine Corps to provide a deployed Marine Air Ground Task Force (MAGTF) with a ground vehicle that is internally transportable in the MV-22 and CV-22 tilt-rotor aircraft, CH-53, and MH-47 aircraft. The vehicle serves primarily as a high mobility weapons-capable platform to support a variety of operations (reconnaissance, raids, etc.) and to provide ground units greater mobility, thereby enhancing their mission performance and survivability. The ITV was judged Operationally Effective and Operationally Suitable during Operational Testing in early 2008, and met all Key Performance Parameters and critical requirements. Full Rate Production (FRP) for the Light Strike Variant (LSV) of the ITV was granted by the Milestone Decision Authority (MDA) on July 10, 2008.

To date a total of 21 LSVs have been fielded to the following east coast units; MarSoc (10), 2nd Marines (6), and 1/10 (5). Currently another 15 LSVs are being fielded to 1/9. New Equipment Training with 1/9 will be completed on June 25, at which point Initial Operational Capability (IOC) will have been achieved for the ITV (LSV). IOC is achieved when, “one Infantry Battalion assigned to a MEU is fully equipped with the ITV, the assigned mechanics and operators have received initial training, and sufficient repair parts are in place to support operations,” as defined by the vehicle’s requirement document. Fielding will begin to I MEF units in late September/early October with the exact date being determined at the upcoming I MEF Fielding Conference.

The goal of the fielding effort for the first year is to establish a foundation in the operating forces to be able to support East and West Coast MEU deployments, the MarSoc requirement, and 1st and 2nd Recon Battalion’s operational requirements. Fielding of LSVs will then continue to III MEF units. At this point the program is on track to purchase and field about 80–100 vehicles per year. Our current requirement (Approved Acquisition Allowance–AAO) is 729 vehicles.

I ask for your continued support for all current and future funding requests that allow us to field this vehicle to our active and reserve units as quickly as possible.

## SUBCOMMITTEE RECESS

Chairman INOUE. The subcommittee will stand in recess until Thursday, June 4, and at that time we’ll hear from the Secretary of the Air Force and the Chief of Staff of the Air Force on the fiscal year 2010 budget request. With that, thank you very much.

[Whereupon, at 11:25 a.m., Tuesday, June 2, the subcommittee was recessed, to reconvene at 10:30 a.m., Thursday, June 4.]