

# Current Readiness & Enterprise AIRSpeed Newsletter



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## NAVICP focus includes people, technology and business operations

From Rear Adm. Ray Berube, NAVICP Commander and NAE Maintenance and Supply Chain Management Team Co-lead

As the Commander of the Naval Inventory Control Point (NAVICP) and the co-lead of the Naval Aviation Enterprise's (NAE) Maintenance and Supply Chain Management (M&SCM) team, I enjoy a critical material support role within the NAE. Our role is consistent with our long-term mission to support cradle-to-grave



Rear Adm.  
Ray Berube

ment support throughout the lifecycle of weapons systems. NAVICP's top three priorities are to improve basic business, implement Enterprise Resource Planning (ERP) Single Supply Solution, and enable the workforce. Basic business includes applying the Naval Supply Systems Command (NAVSUP) portfolio of logistics solutions to optimize sustainment and reallowancing and parts/sustain-

*(NAVICP continued on Page 4)*

## A change in mission requires a change in upkeep

By the EA-6B TMS Team



(U.S. Navy photo by Mass Communication Specialist 3rd Class John Phillip Wagner, Jr.)

It has been more than 37 years since the last EA-6B "Prowler" rolled off the assembly line. This national asset has proven to be crucial to our success on today's battlefield against a determined and evolving enemy. Because of the capabilities it brings to the fight, utilization rates for this aircraft have increased three-fold since the war on terror began.

The EA-6B Type/Model/Series (TMS) has been working with the Naval Aviation Enterprise (NAE) and industry to sustain this legacy aircraft well into the 21st century: while the Navy is moving forward with their transition to the EA-18G "Growler" Electronic Attack (EA) version of the "Super Hornet," which was introduced to the fleet in June, the Marine Corps is executing a plan to continue operations of the EA-6B for the next decade before "sundowning" the airframe.

There are still some exciting changes ahead in the final days of the Marine Corps' Prowler fleet. Currently, the Marine Corps maintains

*(EA-6B continued on Page 3)*

### In this issue:

1. [NAVICP focus includes people, technology and business operations](#)  
Rear Adm. Ray Berube details how NAVICP's top three initiatives will support and improve Naval Aviation readiness. Page 1
2. [A change in mission requires a change in upkeep](#)  
A new preventative maintenance process is developed for the airframe's primary weapons system. Page 1
3. [MSIPB welcomes new lead](#)  
Cmdr. Jim Parish is the fourth to hold position. Page 2
4. [AIRSpeed garners attention from "across the pond"](#)  
A British officer takes a look at CPI in Naval Aviation. Page 2
5. [2010 NAE Master Schedule](#) (link)
6. [Links of interest](#) Page 5

# MSIPIB welcomes new lead

By Jacquelyn Millham, Current Readiness/Enterprise AIRSpeed Public Affairs

**F**leet Readiness Center Northwest (FRC NW) is a leader in continuous process improvement. In spring 2007, it boasted the highest beyond capable maintenance interdiction rate among all depot- and intermediate-level integrated sites. It improved the first-pass yield of the J-52 exhaust cone from 17.4 percent to 84.3 percent. The intermediate maintenance activity also decreased demand in the electronic countermeasures shop by identifying unnecessary preventative maintenance inspections

of the ALQ-99 Band 4-5 transmitters. Now the Maintenance & Supply Integration Performance Improvement



Cmdr.  
Jim Parish

Branch (MSIPIB) will profit from the experiences of that success.

Cmdr. Jim Parish, former commanding officer of FRC NW, joined MSIPIB Dec. 21 as its lead. He replaces Capt. Katherine Erb who is cur-

rently assigned to Office of the Chief of Naval Operations, Fleet Readiness Division.

A native of Bellevue, Wash., Parish enlisted in the Navy in May 1980 and reported to San Diego for basic training. His first duty station was Fleet Air Reconnaissance Squadron 3 (VQ-3) at Naval Air Station (NAS) Agana, Guam. He was selected as a fleet input to aviation electrician "A" School in Millington, Tenn. Upon graduation, he reported to NAS Pensacola in September 1982 for Aircrew Candidate Training as an airborne electronic intelligence operator. In April 1983, he reported to VQ-2, NAS Rota, Spain, and logged more than 3,000 flight hours in the EP-3E aircraft in support of operations in Libya and Lebanon.

Parish transferred to Special Projects Squadron 1 (VPU-1), NAS Brunswick, Maine, where he attended night school at New Hampshire College and was selected for the Navy's Enlisted Commissioning Program. In May 1988, he attended the Naval Science Institute at Newport, R.I., prior to reporting to the Reserve Officer Training Corps at the University of Idaho. In December 1990, he graduated from the University of Idaho and was commissioned an ensign in the Navy Supply Corps.

Upon graduation from Navy Supply Corps School, Athens, Ga., Parish received orders to Fleet Composite Squadron 6 (VC-6) – a target, drone, and unmanned aerial vehicle squadron at NAS Norfolk, Va. In April 1993, he was accepted for lateral conversion to the aerospace maintenance duty officer community. In December 1995, Parish reported for duty onboard *USS Enterprise* (CVN 65) where he served as the IM-2 and IM-3 division officer.

He was selected to attend the Naval Postgraduate School in Monterey, Calif., and earned a Masters of Science degree in Material Logistics Management. He transferred to the Naval Air Systems Command (NAVAIR) at

(Parish continued on Page 4)

## AIRSpeed garners attention from "across the pond"

By Jacquelyn Millham, Current Readiness/Enterprise AIRSpeed Public Affairs

**L**t. Cmdr. Kevin Bugg, a continuous process improvement (CPI) officer in the United Kingdom Royal Navy, visited the Maintenance & Supply Integration Performance Improvement Branch (MSIPIB) and Fleet Readiness Center Patuxent River in November to learn about CPI in the U.S. Navy. Bugg, who is assigned to Royal Naval Air Station Yeovilton in the United Kingdom and has been on the job only one year, said that he wanted to compare and learn from Naval Aviation.



Lt. Cmdr. Kevin Bugg

said the enthusiasm of Sailors, Marines and artisans at FRC Patuxent River stood out. "You could see their ownership of the process as they implemented solutions," he said.

He said that there were similarities in the way the U.S. and the U.K. apply CPI. "For example, we use Lean, too. We also have the same challenges in sustaining improvements and getting the buy-in of leadership."

The Theory of Constraints and Six Sigma are not used by the Royal Navy, he said.

"Our direction comes from the commanding officer and my responsibilities involve the entire base, not just supply and maintenance," he said.

Bugg said that he came away with a different perspective on CPI and a few ideas to consider. "This visit gave me another way to think about improvement, and I commend Jeff Peed [MSIPIB training lead] and the rest of the team who took time out to brief me – very much appreciated and thanks to you all," he said. ■

"I was assigned to Naval Air Station Patuxent River for four years on the Joint Strike Fighter Integrated Test Force as the maintenance officer and I left in 2008," he said. "I knew about AIRSpeed, but wasn't familiar with it. After I was assigned to an improvement job when I returned to the U.K., I wanted to see how CPI is being used here," said Bugg.

Bugg was briefed on Enterprise Alignment Tool, End-to-End AIRSpeed and the work on the P3. He

(EA-6B continued from Page 1)

four EA-6B squadrons: the Marine Tactical Electronic Warfare Squadron (VMAQ) 1 “Banshees”; the VMAQ-2 “Death Jesters”; the VMAQ-3 “Moondogs”; and the VMAQ-4 “Seahawks.” All four Marine squadrons remain deployable and their operational tempo remains higher than the majority of ground and aviation units in all four services. The Marines and Sailors in these units spend more than half of every year either deployed or preparing to deploy.

The traditional role of the EA-6B has been electronic warfare (EW). Electronic attack (EA) and electronic surveillance (ES) tactics are employed in an effort to degrade and deny the enemies use of the electromagnetic spectrum. Since 2003 however, Marine Prowlers have completely changed the way they train and fight. The mission skill set has shifted to an emphasis on Communications Electronic Attack (COMMS EA) and Counter-Insurgency Operations. As a result, the use of the ALQ-99 transmitters (the EA-6B primary weapon system which weighs more than 300 pounds) has significantly increased.

As an aging platform, the EA-6B faces many challenges related to parts obsolescence and the overall level of support that legacy components require. Obtaining spare parts for this 1960s technology is proving to be increasingly difficult.

With the increased transmitting time of the ALQ-99 system and the requirement for its capabilities, a barrier removal team (BRT) was established to increase the time on wing (TOW) for these critical assets.

The team recommended a revised maintenance process that began



Aviation Electronics Technician 1st Class Kristina Perham, assigned to the Black Ravens of Electronic Attack Squadron (VAQ) 135, spot ties wiring on an EA-6B Prowler in the hangar bay of the aircraft carrier *USS Nimitz* (CVN 68) during the Nimitz Carrier Strike Group’s routine deployment to the U.S. 5th Fleet area of responsibility in November. (U.S. Navy photo by Mass Communication Specialist 3rd Class Matthew Patton)

in January 2009 and was developed to standardize the transmitter induction/preventative maintenance process. The 360-day inspections are now performed on all transmitters upon induction, regardless of when they were last completed. To prevent the delay of the repair/processing of critical assets, the systems’ A-11 chains are removed immediately and placed in an awaiting ready-for-issue chassis. That asset is then tested to determine if the A-11 chain is operational, and then shipped back to the fleet.

This process has shown significant improvement in the Band 4 TOW radiate hours. Non-A11 chain failures have been markedly reduced since the inception of the revised process. As a result of the BRT, a credible recovery plan has been put in place and availability of critical transmitters has improved.

Fiscal year 2010 will be an excit-

ing and challenging year for EA-6Bs. The Navy will complete its transition to the EA-18G in the coming years leaving the Marine Corps to assume the sole responsibility for the expeditionary airborne electronic attack mission.

The Marine Corps will also begin transitioning to a new block aircraft, the Improved Capabilities III (ICAP III), which will appear on the flight line in early 2010. The cockpit and capabilities of this improved airframe will be a drastic departure from the aircraft currently being flown.

Along with the challenges, there will be many opportunities to improve the overall readiness of this aging platform. The TMS’s participation in the Current Readiness construct has become an outstanding part of the EA-6B transformation and the team looks forward to continuing actions for improvement. ■

*(Parish continued from Page 2)*

NAS Patuxent River, Md., for duty as the T-45 Goshawk deputy assistant program manager for logistics.

In April 2003, he reported to *USS Abraham Lincoln* (CVN 72), serving as the aircraft intermediate maintenance department production control officer and the assistant maintenance officer. He completed a Western Pacific

deployment and served in support of tsunami relief efforts off the coast of Banda Ache, Indonesia. In May 2005, Parish transferred back to NAVAIR to serve as the Consolidated Automated Support System assistant program manager for logistics.

In December 2006, Parish reported to FRC NW as the command-

ing officer. His personal decorations include three Meritorious Service Medals, three Navy and Marine Corps Commendation Medals, two Navy and Marine Corps Achievement Medals, two Navy Good Conduct Medals, and various other service and campaign awards. ■

*(NAVICP continued from Page 1)*

duce Total Ownership Costs (TOC). Nothing is more important than providing the best customer support and readiness that we can to the fleet. These goals are also aligned with the NAE Strategic Objectives. (Go to <https://n1.fcc.navy.mil/tools/get.aspx?ID=103> to view the objectives in the NAE Strategic Plan.)

The ERP Single Supply Solution will provide a new information technology backbone for inventory support operations for the next generation including:

- improved demand plan accuracy;
- interface with state-of-the-art allowance models;
- improved inventory accuracy and optimized inventory requirements.

We will go "live" in February 2010 with 20 percent of our National Item Identification Numbers (NIINs), and another 40 percent to follow in

August. The final 40 percent will be brought online in early 2011.

Our workforce is our most important asset. Enabling our people is the key to successfully supporting basic business and developing ERP. I am committed to ensuring the highest levels of diversity, up-to-date skill sets, recruitment, hiring, training, development, and work environment. Essentially, everything involved with maintaining the workforce we need.

An example of where our basic business case is working is in the use of Performance Based Logistics (PBL). PBLs have been successful in improving material availability and reliability for equal or lesser cost. In fact, 30 percent of the aviation recurring demands are now via PBL.

Active communications and process reengineering with the Fleet and Commander, Fleet Readiness Centers has led to the development of the Optimized Off-Aircraft Re-Supply (OARS)

strategic initiative. The initiative is designed to generate enterprise efficiencies by removing redundancies and barriers to optimizing intermediate- and depot-level repair and material support. Expected benefits include:

- reduced manpower and material resource requirements;
- maintenance process efficiencies, accelerating component repair and replenishment of supply stocks;
- increased visibility of cost drivers;
- increased visibility and flexibility of national supply assets to meet worldwide demands.

The full benefits of concepts such as OARS to reduce TOC and improve readiness are NAE priorities that will only be achieved through collaboration and innovative approaches – today and into the future. ■

**Reminder!**

**The 2009 Master Gunnery Sergeant John Evancho Innovator of the Year, the Enterprise AIRSpeed Leadership, the Site of the Year and honorable mention awards will be presented at the DoN CPI Symposium during the Naval Aviation Enterprise breakout session on Thurs., Feb. 4, from 3 to 4:30 p.m.**

***Don't forget to register for the event!***

## Links of interest

### 1. FRCSE named Florida Manufacturer of the Year

Highly-skilled artisans and Lean process improvement initiatives are credited for contributing to the success of FRCSE.

[http://www.navair.navy.mil/press\\_releases/index.cfm?fuseaction=press\\_release\\_view&press\\_release\\_id=4216&site\\_id=7](http://www.navair.navy.mil/press_releases/index.cfm?fuseaction=press_release_view&press_release_id=4216&site_id=7)

### 2. Performance Matters

A publication from the Department of Defense Lean Six Sigma Program Office that is dedicated to sharing the successes and results of continuous process improvement. Published quarterly.

<https://n1.ffc.navy.mil/tools/get.aspx?ID=87>

### 3. November 2009 Who's On Watch

Learn about the Naval Undersea Warfare Center (NUWC) Keyport's Lean Service Cost Center Management Project and how NUWC Newport's Code 412 is evaluating its new external countermeasure launcher ordnance handling process for Virginia-class submarines

<https://n1.ffc.navy.mil/tools/get.aspx?ID=117>

### 4. CPI Success – December 2009

This issue takes a look at how the Equal Employment Opportunity Office used continuous process improvement to better assist employees with disabilities.

<https://n1.ffc.navy.mil/tools/get.aspx?ID=121>

### 5. Newest MV-22 trainer delivered to Marine Corps

The fully self-contained, \$8.6 million containerized flight training device will increase training opportunities for fleet aircrews.

[http://www.navair.navy.mil/press\\_releases/index.cfm?fuseaction=home.view&Press\\_release\\_id=4237&site\\_id=29](http://www.navair.navy.mil/press_releases/index.cfm?fuseaction=home.view&Press_release_id=4237&site_id=29)

### 6. First Navy test pilot flies P-8A Poseidon

The new airframe's first flight was conducted to check how well the modified 737 aircraft flies with all the test instrumentation.

[http://www.navair.navy.mil/press\\_releases/index.cfm?fuseaction=home.view&Press\\_release\\_id=4235&site\\_id=19](http://www.navair.navy.mil/press_releases/index.cfm?fuseaction=home.view&Press_release_id=4235&site_id=19)

### 7. Rhumb Lines: Gerald R. Ford (CVN 78) Keel Laying

Read about the technological superiority the Gerald R. Ford class will provide along with improved warfighting capabilities and reduced acquisition and lifecycle cost.

<https://n1.ffc.navy.mil/tools/get.aspx?ID=118>

### 8. DON CPI-Gram for Nov 09

Read what Naval Supply Systems Command is doing for Phase 2 of their transition to Enterprise Resource Planning and how Navy Region Southeast "rang in" satisfaction on their cell phone procurement / replacement process.

<https://n1.ffc.navy.mil/tools/get.aspx?ID=119>

### 9. Fleet Readiness Center Southwest Almanac - November/December edition

In this issue:

- FRCSW upgrades C-2A airframes to new avionics, navigation system
- Melnick assumes command of FRCSW
- Engineers, artisans extend life of F/A-18 "Hornets"

<https://n1.ffc.navy.mil/tools/get.aspx?ID=120>