

[H.A.S.C. No. 111-58]

HEARING
ON
NATIONAL DEFENSE AUTHORIZATION ACT
FOR FISCAL YEAR 2010
AND
OVERSIGHT OF PREVIOUSLY AUTHORIZED
PROGRAMS
BEFORE THE
COMMITTEE ON ARMED SERVICES
HOUSE OF REPRESENTATIVES
ONE HUNDRED ELEVENTH CONGRESS
FIRST SESSION

FULL COMMITTEE HEARING
ON
**BUDGET REQUEST FROM THE
DEPARTMENT OF THE NAVY**

HEARING HELD
MAY 14, 2009



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CONTENTS

CHRONOLOGICAL LIST OF HEARINGS

2009

	Page
HEARING:	
Thursday, May 14, 2009, Fiscal Year 2010 National Defense Authorization Act—Budget Request from the Department of the Navy	1
APPENDIX:	
Thursday, May 14, 2009	43

THURSDAY, MAY 14, 2009

FISCAL YEAR 2010 NATIONAL DEFENSE AUTHORIZATION ACT— BUDGET REQUEST FROM THE DEPARTMENT OF THE NAVY

STATEMENTS PRESENTED BY MEMBERS OF CONGRESS

McHugh, Hon. John M., a Representative from New York, Ranking Member, Committee on Armed Services	3
Skelton, Hon. Ike, a Representative from Missouri, Chairman, Committee on Armed Services	1

WITNESSES

Conway, Gen. James T., USMC, Commandant of the Marine Corps	9
Penn, Hon. B.J., Acting Secretary of the Navy	5
Roughead, Adm. Gary, USN, Chief of Naval Operations	7

APPENDIX

PREPARED STATEMENTS:	
Conway, Gen. James T.	78
Penn, Hon. B.J.	47
Roughead, Adm. Gary	59
DOCUMENTS SUBMITTED FOR THE RECORD:	
[There were no Documents submitted.]	
WITNESS RESPONSES TO QUESTIONS ASKED DURING THE HEARING:	
Mr. Forbes	115
Mr. Skelton	115
QUESTIONS SUBMITTED BY MEMBERS POST HEARING:	
Mr. Loeb sack	119
Ms. Shea-Porter	119
Mr. Smith	119

FISCAL YEAR 2010 NATIONAL DEFENSE AUTHORIZATION ACT—BUDGET REQUEST FROM THE DEPARTMENT OF THE NAVY

HOUSE OF REPRESENTATIVES,
COMMITTEE ON ARMED SERVICES,
Washington, DC, Thursday, May 14, 2009.

The committee met, pursuant to call, at 10:05 a.m., in room 2118, Rayburn House Office Building, Hon. Ike Skelton (chairman of the committee) presiding.

OPENING STATEMENT OF HON. IKE SKELTON, A REPRESENTATIVE FROM MISSOURI, CHAIRMAN, COMMITTEE ON ARMED SERVICES

The CHAIRMAN. Good morning. Today, we meet to receive testimony on the fiscal year 2010 budget request for the United States Navy and Marine Corps. Appearing before the committee are the Honorable B.J. Penn, Acting Secretary of the Navy; Admiral Gary Roughead, Chief of Naval Operations (CNO); and General James T. Conway, Commandant of the United States Marine Corps.

We welcome you and thank you for being with us today.

I should note that Secretary Penn is the permanent Assistant Secretary for Installations and Environment. We have asked him to walk into the proverbial briar patch this morning, and we hope you don't mind doing that, sir, and we welcome you.

Our sea services are this Nation's fast response force, and they continue to perform magnificently. Our marines have brought a level of security to the Anbar Province of Iraq with a balance of might and diplomacy. Our sailors have gone ashore in both Iraq and Afghanistan, bringing needed skills to the joint force.

Now we are increasing our force in Afghanistan, a long-overdue effort. Our Nation has again asked our marines to respond, and again they are answering the call. And in the midst of the operations in Iraq and Afghanistan, our Navy continues a worldwide global presence, as they have always done, ready of course to respond to any contingency, be it combat operations on the one hand, counter-piracy efforts or disaster relief on the other.

We remain committed to provide our marines and sailors with the equipment they need to accomplish the tasks set before them. The wear and tear of years of combat operations will require a significant investment to reset our forces. However, the Navy must, and I repeat must, come to terms with the number of ships they need to construct, develop a reasonable plan to construct them, and then execute the plan.

Whatever happened to the 313 Navy goal that we had? You must build your ships more efficiently.

We will not be able to increase the size of our fleet until you and your contractors agree on the capital investments necessary. I know that you are moving in the right direction. So we urge you to continue.

Some shipbuilding programs are making progress, notably the *Virginia* class submarine program. I would be remiss if I did not mention that the new USS *Missouri* is several weeks ahead of schedule and several millions of dollars in savings.

This committee will closely watch your progress with the littoral combat ships (LCS). These vessels are too expensive. We must get the program on track.

And the progress of the Electromagnetic Aircraft Launch System, which will be installed in the *Ford* class carriers, is also of great concern. It joins just another list of vital programs behind schedule and far over budget.

Then there is the Strike Fighter shortfall, and yet the budget request reduces the procurement of F/A-18 aircraft from the projected number submitted last year.

On the movement of marines to Guam, the heavily encroached Marine Corps basing structure in Okinawa represents continued risk for a stable Marine Corps presence in the Pacific. Moving some forces to Guam is a smart move, but it is expensive, costing at least \$10 billion, and must be done right. We will be looking carefully at this year's request for \$673 million. Further costs associated with expanded training opportunities in Guam are still being evaluated.

On Navy readiness issues, the Navy today has more officers and sailors on the ground as individual augmentees than it has at sea in the Central Command (CENTCOM) area of responsibility (AOR). We are pleased the Navy has halted its drawdown to maintain an end strength that allows for this mission as well as improving the manning of the fleet.

However, the Navy intends to extend the operational life of its ships five years or more beyond their designed service life at a time when the Navy is experiencing a series of incidents, which raises concerns regarding possible systemic problems with the Navy's manning, training, and maintenance.

Moreover, even though U.S. Forces are withdrawing from Iraq, Navy operational tempo is expected to remain high because demand for the Navy's services is up, including anti-piracy and ballistic missile defense (BMD) operations, as well as operations in support of Africa Command (AFRICOM) and Pacific Command (PACOM), and in Afghanistan and the Arctic.

Despite the efforts of U.S. and coalition forces in the surrounding waters, the issue of piracy off the coast of Somalia and in the Gulf of Aden remains. The Navy and Marine Corps can date their involvement with these types of conflicts through the history of the services.

As history has shown us, these types of attacks will continue until we commit to a clear short- and long-term policy that deals with the pirates on the water as well as on the shore. While the policy decisions on this issue will reside with the President and the broader Department of Defense, there is no doubt that naval and Marine forces are critical tools in any strategy to counter piracy.

These are just a few of the challenges facing the Navy and the Marine Corps. I am sure we will explore others here today. I thank you for being here with us.

And I might note that this is the birthday for a special lady who represents the Marine Corps. Molly Schwab is with us today. We wish you a happy birthday and thank you for being with us.

I yield to my colleague, the ranking member from New York, John McHugh.

**STATEMENT OF HON. JOHN M. MCHUGH, A REPRESENTATIVE
FROM NEW YORK, RANKING MEMBER, COMMITTEE ON
ARMED SERVICES**

Mr. MCHUGH. Thank you very much.

Mr. Chairman, I am going to try to be as quick as I can. I know we have a series of votes coming up here in a few moments. But I certainly, gentlemen, want to add my words of welcome to you.

Mr. Secretary, as the distinguished chairman said, thanks for stepping into the breach. We hope you don't regret that decision too greatly, but we are very honored and pleased that you are here.

Admiral, good to see you again. The last time we saw each other we were under the polar ice cap with some of your finest on that great submarine, the *Annapolis*.

And, Commandant, welcome to you as well. Like so many on this committee, I have had a chance to travel with you and your good folks to Iraq and Afghanistan, and I know collectively all of you are rightfully proud, as we are, of the amazing job the men and women in your charge do day in and day out to keep us safe. And as the chairman said, please carry our deepest appreciation and thanks to them on behalf of not just this committee but all Americans in this Nation.

Yesterday, we had what would diplomatically be described as a spirited discussion with Secretary Gates on balance and requirements and the way forward. And I know that in an article that Secretary Gates had written some time ago he made the observation that, as much as the U.S. Navy has shrunk since the end of the Cold War, for example, in terms of tonnage, its battle fleet is still larger than the next 13 navies combined, and a lot of those 13 navies are U.S. allies or partners. That, at a very minimum mathematically, is a correct statement.

But I think it is mindful, and we would be mindful to recall as well, though, that this current Navy is as small as it has been since the 19th century, and certainly the joint maritime strategy released just a year ago emphasizes the importance of forward presence. In fact, it talks about that particular phrase no fewer than four times.

Maritime forces have the unique ability to maintain persistent presence, with minimal footprint, which we have discovered has benefits for both humanitarian as well as combat operations, and forward presence can only be translated, as you have said repeatedly, Admiral, into both quantity and capability.

Just this past January, you told the Naval War Association that, quote, last year I came in telling you that 313 ships were the floor that I believe we needed when it comes to the capacity of the fleet. While that statement holds true today, 313 is still the floor when

it comes to the size of the fleet we need to carry out our maritime strategy.

It would appear, though, that something may have changed, at least in the past few months. Because earlier this week when I asked if 313 ships were still the minimum threshold for the fleet, Rear Admiral Blake told reporters, quote, as it stands right now, what you are going to have is the Quadrennial Defense Review (QDR), and one of the significant pieces in the QDR is force structure. So that was the last number that was put out. Those discussions will take place with its leadership later this summer as to what the right number is.

And Admiral and Commandant, what new analysis or new strategy may have been completed that would suggest 313 may not now be needed if that is the case?

Likewise, there has been a lot of discussion about acquisition reform. This committee, under the leadership of our very able chairman, passed unanimously on the House bill yesterday an acquisition reform bill that we are all very proud of and indebted to Mr. Andrews and Mr. Conaway.

And, clearly, we need to save costs in shipbuilding. This budget requests three additional littoral combat ships, despite the lack of an acquisition strategy and a complete lack of real transparency regarding the costs in the last two ships awarded.

As well, this budget extends aircraft carrier construction, even though this will lead to inefficiencies that will increase the total cost of these expensive platforms.

And we have also made some pretty darn expensive decisions with respect to destroyer construction. Apparently, from a capability perspective, the Navy could make do with one DDG-1000 but will support the construction through in consideration of industrial base issues.

I understand that reasoning. I truly do. But given that the Navy intends to return DDG-51 construction to add both more to Grumman and Bath Iron Works (BIW), how much more will taxpayers eventually spend to resume construction of DDG-51s at BIW after a several-year hiatus?

At the same time, there is balance to be struck between new construction and funding maintenance. I won't go into the details of the hundreds of millions of dollars of shortfall that the Navy has been experiencing amongst its fleet, but obviously, that is an area of some concern.

But those balance issues are not just limited to shipbuilding. The chairman mentioned Strike Fighter aircraft, and for years your Navy and Marine Corps have been briefing this committee about shortfalls there, and the Department of the Navy currently has a fiscal year 2009 Strike Fighter inventory shortfall of about 110 aircraft against a resource requirement of 390 aircraft and predicts a peak Strike Fighter shortfall of 212 fighter aircraft in fiscal year 2018. That is eight carrier air wings worth of aircraft, and it rests on the dubious assumption that the Joint Strike Fighter delivers on time.

So we have got some serious concerns and questions as well in that area.

With respect to the Marine Corps, finally, Secretary Gates has put off making a decision on the expeditionary fighting vehicle program until the completion of the QDR; and, frankly, I commend the Secretary for not rushing to judgment in regards to the Marine Corps forcible entry requirement. I would add that as part of this discussion it is important to keep in mind that amphibious assault doesn't necessarily mean another Normandy-like invasion. Amphibious assault can be a smaller action, say off the coast of Somalia to provide humanitarian assistance or evacuation procedures off the coast of West Africa.

And, General Conway, the Marine Corps has looked at the requirements for joint forcible entry for some time, and the QDR—I should say the Quadrennial Roles and Missions Review—did not dispute the Corps' responsibility for this capability. Yet these requirements will be reviewed as a part of the QDR.

I realize you can't talk about the QDR since it is just getting started, but if you could share any perspective you might have on the need for amphibious assault and the direction you believe the Marine Corps is headed, we would be most grateful.

Finally, I personally would like to hear your assessment on how the V-22 performed. This committee stepped forward and made some decisions that weren't always popular. I have been on that aircraft in several visits to Iraq. It impressed the heck out of me, but I would like to hear from an operational perspective how you felt it performed for your men and women in theater.

But, again, thank you all, gentlemen, for your service. We look forward to your testimony and a greater understanding of the difficult decisions facing you in your leadership roles, and we thank you for taking on that challenge.

With that, Mr. Chairman, I yield back the balance.

The CHAIRMAN. I thank the gentleman from New York.
Secretary Penn.

**STATEMENT OF HON. B.J. PENN, ACTING SECRETARY OF THE
NAVY**

Secretary PENN. Chairman Skelton, Congressman McHugh, distinguished members of the committee, it is truly an honor to appear before you on behalf of the more than 800,000 men and women of the United States Navy and Marine Corps. I have submitted written testimony, and I ask that it be included in the record.

The CHAIRMAN. Without objection.

Secretary PENN. Two months ago, I assumed the responsibilities as Acting Secretary of the Navy. Since that time, I have had the unique pleasure of meeting more of our troops and focusing the Department of the Navy as a whole, rather than simply upon the world of installations and the environment. This experience has left me with two lasting impressions.

First, we have phenomenal people. Our active duty, reserve and civilian personnel are dedicated and impressive. Today, our sailors, marines and civilians are deployed, providing the entire spectrum of action from combat operations in the mountains of Afghanistan to humanitarian assistance in Africa. The Navy has nearly 10,000 individual augmentees and over 6,000 mobilized reservists de-

ployed on the ground around the world in support of overseas contingency operations. Seventy-six percent of our ships and over 50 percent of our attack submarines are underway.

At the same time, more than 25,000 marines are deployed in support of Operations Iraqi Freedom (OIF) and Enduring Freedom (OEF). Nearly 5,700 marines are deployed to various regions throughout Afghanistan, where they face an enemy and operating environment that is different than that in Iraq. Our marines are adapting superbly.

In short, for our combatant commanders and our Nation, no force is as capable, flexible, and ready to deploy than your sailors and marines.

The second impression I have been left with is how instrumental your help has been in providing our Navy and Marine Corps the capabilities our people need to perform their demanding duties. On behalf of all our men and women, I thank you for your continued support.

Today, I am here to discuss the budget for the Department of the Navy. This budget reflects our view of the best balance between our most important resource, our people, and our need to maintain the current force while preparing for the future through careful investment in science and technology and in military construction. We have invested prudently in the most important programs while deferring investment in others. Our reviews, in conjunction with the Department of Defense's Quadrennial Defense Review, will inform our investment decisions in future years.

Our budget request demonstrates our sustained commitment to our Navy and Marine Corps family by investing in the infrastructure, housing, and family programs that make our Department an employer of choice. Our budget also provides continual support for both medical and nonmedical care for all seriously wounded, ill, and injured service members. Our gratitude to the dedication of our service members can best be demonstrated in the compassion and care we provide to them and their families for their service and sacrifice.

A single event this week demonstrated tragically the devastating effect of combat stress on the force. Navy commander Charles Springle of Wilmington, North Carolina, died this past Monday at the combat stress clinic where he served with the Army in Camp Liberty in Iraq. The thoughts and prayers of our Navy and Marine Corps family and our entire Nation go out to his wife and family in this time of great loss.

His tragic death serves as reminder of our unending commitment to promote psychological resilience and health among marines, sailors and their families. A resilient warrior knows there is no shame in seeking help. We are committed to removing the social stigma of seeking help as we remember the sacrifice of Commander Springle.

Finally, the Department of the Navy budget reflects our commitment to pursue acquisition reform and cost control measures as responsible stewards of the taxpayers' resources and to relieve the stress on our procurement accounts. We support your efforts to promote acquisition reform and look forward to implementing these measures to produce the best results for our country.

Once again, on behalf of our sailors, marines, civilian employees and their families, I thank you for all you have done. I ask for your continued support as we try to balance the resources necessary to defend our great Nation. I look forward to addressing your questions, sir.

The CHAIRMAN. Mr. Secretary, thank you.

[The prepared statement of Secretary Penn can be found in the Appendix on page 47.]

The CHAIRMAN. Admiral Roughead.

STATEMENT OF ADM. GARY ROUGHEAD, USN, CHIEF OF NAVAL OPERATIONS

Admiral ROUGHEAD. Chairman Skelton, Congressman McHugh, distinguished members of the committee, it is indeed an honor to appear before you today representing the more than 600,000 sailors and civilians and their families of the United States Navy. I ask that my prepared remarks be submitted for the record.

The CHAIRMAN. Without objection.

Admiral ROUGHEAD. Our sailors and Navy civilians are making a difference at sea, in the air, and on the ground in support of operations in the Central Command and around the globe. We have 40,000 sailors on station around the world as part of our ever-deployed Navy, the value of which was once again demonstrated by the rescue of Captain Richard Phillips of *Maersk Alabama*, a few weeks ago.

Our Navy is more versatile and agile than it has ever been. We have more than 13,000 sailors on the ground in Central Command supporting Navy, Combatant Commander, and Army and Marine Corps requirements. That contribution is unique and is making a difference, as reflected in the service of Commander Springle who lost his life just this past week.

I appreciate greatly your continued support to our Navy as we sail in defense of our Nation's global interests and responsibilities. As CNO, I focus on current operations, the future fleet, and our people to ensure that we are a properly balanced Navy, ready to answer the call now and in the decades to come.

Our fiscal year 2010 budget aligns our plans with the course our maritime strategy set a year ago. However, we are progressing at an adjusted pace. 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.

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. We require additional capacity to meet Combatant Commander demands.

Our Navy's operational tempo over the past year reaffirms our need for necessary capacity and a minimum of 313 ships with a mix of capabilities that includes more ballistic missile defense, irregular warfare, and open ocean anti-submarine warfare capabilities. Accordingly, this year's restart of the DDG-51, the truncation

of the DDG-1000, and three littoral combat ships puts us on the right path.

The Navy remains committed to a force of 11 carriers for the next 3 decades. However, to avoid a bill of \$2.8 billion and significant technical risks, we seek legislative relief to decommission and take USS *Enterprise* out of service, service that has spanned 47 years and everything from the Cuban Missile Crisis to Vietnam, the Balkans, Afghanistan, and 2 conflicts in Iraq.

Along with our ships, we are addressing our aviation by investing in both new and proven technologies. Timely delivery of the Joint Strike Fighter is needed as we approach a projected decrease in the number of carrier-capable Strike Fighters, which is due to the continued high pace of operations of our aging F/A-18 A-Ds.

I have focused on our need to control procurement and total ownership costs. We are addressing these costs by maturing new ship designs before commencing production; controlling requirements throughout the process; pursuing common hull forms, common components, and proven designs; and, finally, repeating builds of ships and aircraft to permit longer production runs and lower construction 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. The Fleet Response Plan has provided a strong mechanism to keep our force ready, and our base budget, augmented with contingency funding, provides the means to meet the increased operational requirements of the Combatant Commanders while remaining the Nation's strategic reserve.

Our talented and dedicated sailors and Navy civilians are what make possible all that we do. I am committed to providing the necessary resources and shaping our personnel policies to ensure our people and their families are personally and professionally supported and fulfilled. While reducing end strength, we have increased operational availability, supported new missions for the joint force, and introduced the maritime strategy. To minimize stress on the force and meet increased demands with minimal risk, we are stabilizing the force this year. Navy continues to provide support to all sailors and their families through a continuum of care that covers all aspects of individual medical, physical, psychological, and family readiness. We have provided additional care managers and ambulatory care clinics for our 1,800 wounded warriors and their families. Our goal is reintegrating the individual sailor with his or her command, family, and community.

Achieving the right balance within and across my priorities is critical as we meet the challenges of today and prepare for those of tomorrow. We have seen more challenging times, and we as a Navy and as a Nation have 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 United States Navy a force for good today and in the future, and I look forward to your questions.

The CHAIRMAN. Admiral, we thank you.
[The prepared statement of Admiral Roughead can be found in the Appendix on page 59.]

The CHAIRMAN. We just learned that there are five votes that have just begun: one 15-minute vote, two 5-minute votes, 10 minutes of debate on a motion to recommit, and then a 10-minute vote and then a 5-minute vote, but we will continue as far as we can.

General Conway, we will go to you, sir, and maybe we can also get a question or two in. But let's go ahead, sir.

STATEMENT OF GEN. JAMES T. CONWAY, USMC, COMMANDANT OF THE MARINE CORPS

General CONWAY. Chairman Skelton, Congressman McHugh, and distinguished members of the House Armed Services Committee, thank you for the opportunity to report to you on the posture of your Marine Corps. My pledge, as always, is to provide you with a candid and honest assessment, and it is in that spirit that I appear before you today.

Since testimony before your committee last year, progress in the al 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 redeployment of the force.

In February, we had a change of command of the multi-national forces west in Anbar Province. The commander of the multi-national corps, who was present for the event, commented that he believed this will be the last rotation of marines in Iraq. We tend to agree.

Having recently returned from a trip in theater, I am 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, however, we have substantially another story, as in 2009 the Taliban have again increased their activity. The Second Marine Expeditionary Brigade (MEB), a force that will number more than 10,000 marines and sailors, is en route and will be ready for tasking by the end of this month. The Second MEB is deploying as a Marine Air Ground Task Force. They will operate under Regional Command South (RC-South), primarily in Helmand Province, where 93 percent of the country's opium is harvested and where the Taliban have been most active. This part of the country also includes a wide-open stretch of the border with Pakistan, where drugs and fighters flow without interdiction.

That said, we consider the operating environment in Afghanistan as well suited to our expeditionary ethos of being fast, austere, and lethal, with emphasis on the austere.

As our numbers grow in Afghanistan, marines and their families have refocused their resolve to yet another crisis area. There are many challenges ahead, but your marines understand the effects of their operations will make this country safer.

We are maintaining an effort to get every marine to the fight, and today 73 percent of your Marine Corps has done so. Yet our force remains resilient in spite of an average deployment to dwell tempo that is somewhat better than one to one in most occupa-

tional specialties. For instance, we believe retention is a great indicator of the morale of our force and the support of our families. Although we are only halfway through the fiscal year, we have already met our annual reenlistment goals for our first-term marines and for our career force.

Our growth in the active component by 27,000 marines has proceeded two-and-a-half years ahead of schedule. We have reached the level of 202,000 marines and have found it necessary to throttle back our recruiting efforts.

We have not changed our standards. Indeed, more than 96 percent of the young men and women who enlisted in the Marine Corps during fiscal year 2008 had earned their high school diploma, a rate that exceeded the standard for the Department of Defense (DOD) at 90 percent and our own self-imposed higher standard of 95 percent.

We attribute our accelerated growth to four factors: quality of recruiting, exceptional retention levels, reduced attrition, and, not least, a great young generation of Americans who wish to serve their country in wartime.

We are deeply committed to the care and welfare of our wounded and their families. Our Wounded Warrior Regiment reflects this commitment, through all phases of recovery. To assist in the rehabilitation and transition of our wounded, injured, or ill and their families, we have a Wounded Warrior Battalion on both coasts, at Camp Lejeune and Camp Pendleton. The headquarters of our Wounded Warrior Regiment is in Quantico.

I would like to thank those of you on the committee who have set aside your personal time to visit our wounded warriors across the globe.

The Marine Corps we are shaping for the future is a balanced force, equally adept at irregular warfare and contingency operations on the low end, yet ready to operate as a key element of the joint force in a major contingency. We believe we need to be able to go both ways, to be a, quote, two-fisted fighter. Our equipment and major programs reflect that commitment to be flexible in the face of uncertainty. That is to say, 100 percent of Marine Corps procurement can be employed in both hybrid conflict or major combat operations. Moreover, we seek to remain good stewards of the resources provided by Congress through innovative adaptation of our equipment to both defeat the enemy and counter the environment.

On behalf of your Marine Corps, I extend my gratitude for your enduring support and that of the American people. 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 our country is behind them. We pledge to spend wisely every dollar you generously provide in ways that contribute to the defense of this great land.

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

The CHAIRMAN. General, thank you.

[The prepared statement of General Conway can be found in the Appendix on page 78.]

The CHAIRMAN. We will see if we can get a few questions in before we break for these votes.

Admiral, early this morning, Congressman Solomon Ortiz and I were musing over the Ronald Reagan aim of having a 600-ship Navy. You were probably just an ensign at the time—that was a day or two ago—but that was a goal and a serious attempt to do so. You have a goal, as you stated a few moments ago, of 313 ships. How many do we have right now?

Admiral ROUGHEAD. Two hundred and eighty-three, Mr. Chairman.

The CHAIRMAN. Two hundred and eighty-three?

Admiral ROUGHEAD. Yes, sir.

The CHAIRMAN. What's the lowest we have had in the last 10 years?

Admiral ROUGHEAD. I would say 279, but I will take that for the record. But 279 is where I would say we are. This is the smallest fleet that we have had since 1960.

[The information referred to can be found in the Appendix on page 115.]

The CHAIRMAN. Two hundred and eighty-three right now?

Admiral ROUGHEAD. Yes, sir.

The CHAIRMAN. And your goal is still 213?

Admiral ROUGHEAD. Three hundred and thirteen.

The CHAIRMAN. Excuse me, 313.

Admiral ROUGHEAD. As a floor, I might add. The minimum is what I believe we need.

The CHAIRMAN. You will take more than 313?

Admiral ROUGHEAD. The floor I would say right now is 313, yes, sir.

The CHAIRMAN. And how many are you retiring?

Admiral ROUGHEAD. I will get back on the exact number for this year, but it will be important for us to minimize our retirements by fully funding our maintenance and putting those—

The CHAIRMAN. I want to get a number if I can. Does anyone on your staff know how many you are retiring?

Admiral ROUGHEAD. Yes, sir. I don't have that number, sir, but I will get that for you.

[The information referred to can be found in the Appendix on page 115.]

The CHAIRMAN. My staff says how many? My staff says five. Does that sound correct?

Admiral ROUGHEAD. That sounds like a good number, yes, sir.

The CHAIRMAN. And how many are you requesting?

Admiral ROUGHEAD. In this year's budget, we have eight, in 2010; and we have advanced procurement for seven in this budget.

The CHAIRMAN. That is a pretty slow climb to 313; am I correct?

Admiral ROUGHEAD. The eight ships is not the largest number I would like to see, no, sir.

The CHAIRMAN. You have a USS *Enterprise* challenge coming up. The law says we should maintain 11 operational aircraft carriers, and with that retirement and before the *Ford* comes on, there will be a gap of 10 aircraft carriers. Am I correct?

Admiral ROUGHEAD. That is correct, yes, sir.

The CHAIRMAN. And then there is also the challenge of enough Strike Fighters to man all of the aircraft carriers. And I know those numbers are somewhere out there, but I heard something somewhat disturbing that we can get into a little bit later, but am I correct on that?

Admiral ROUGHEAD. Yes, sir. As our older Hornets age out, how we address that issue of the adequate number of Strike Fighter is writ large for the Department of Defense. But, for me, my interest is in those that are capable of operating on and off of our aircraft carriers, and amphibious ships is key and how we move forward with that. Whether it is through extension or other options is yet to be addressed, and I would say that key to all of this is the timely delivery of the Joint Strike Fighter to the Navy in 2015. That is an absolute critical addition to our fleet for more than just number purposes. It is capability as well.

The CHAIRMAN. As I understand, we are supposed to have some 13 Joint Strike Fighters today. You know, in the research and development (R&D) phase, we only have three; is that correct?

Admiral ROUGHEAD. The exact number of what is in there, I will get back to you, Mr. Chairman. Because there is some Air Force variance, Marine Corps variance. We have not yet begun to get into our variant, which is the last to be delivered.

[The information referred to can be found in the Appendix on page 115.]

The CHAIRMAN. Mr. McHugh.

Mr. MCHUGH. Thank you, Mr. Chairman.

Let's just probe that a little bit further, Admiral.

Now, I will certainly state for the record I fully recognize that you come here in support of this budget.

Admiral ROUGHEAD. Absolutely, yes, sir.

Mr. MCHUGH. And that is natural, and I don't for a moment suggest you shouldn't. But I mentioned yesterday to the Secretary of Defense I am concerned about the scope of some of these individual decisions absent what we would call regular order, QDR, particularly, and let me just give you a couple of examples there.

The decision has been made that the Air Force and the Navy are going to require fewer Strike Fighter aircraft to accomplish their missions. That is certainly an effective outcome of some of the choices that have been made on the Strike Fighter aircraft.

At the same time, on the other hand, we have got a proposal in here that will call for the replacement of the *Ohio* class ballistic missile submarine and the *Ticonderoga* class cruiser. Those aren't yet validated requirements. They may be absolutely appropriate decisions, but they are not validated requirements.

So, forgetting about the budget for a moment, I would like your personal opinion. Is funding over a half a billion dollars in R&D for the DDG-1000 program, which is an ongoing program in production that is going to be truncated at three ships, is that more important than, say, making a different choice of procuring nine additional F/A-18 Super Hornets, which is consistent with last year's budget?

That is a tough choice. I am not saying which is right and which is wrong. I am curious.

Admiral ROUGHEAD. Yes, sir. I think the choice is not as tough as it may appear on the surface. Because even though that money for the DDG-1000 is research and development and that may conjure up a particular forward look that we are aspiring to, that money completes the computer software for the computing environment of the DDG-1000. So even though it is R&D money, if that computing software is not developed, that is the combat capability of that ship and also is money that is in support of the advance combat capability in the new aircraft carrier that is coming along. So even though it is R&D, it really is going to build the capability of the DDG-1000, and that must be resident in the first DDG-1000.

Mr. MCHUGH. Okay.

The CHAIRMAN. If you will let me interrupt, Mr. McHugh, to continue to your questioning after we continue voting.

Thank you. We will be in recess.

[Recess.]

The CHAIRMAN. The votes took longer than we had anticipated.

Mr. McHugh was in the middle of his inquiries, and he will be delayed, but we will proceed from this.

Mr. Miller.

Mr. MILLER. Thank you, Mr. Chairman. I appreciate, if it is okay, if I can sit way down here. Thank you, sir.

Admiral Roughead, sir, DOD announced the final decision on whether to permanently home port an aircraft carrier at Mayport will be made during the 2010 QDR. And will the QDR in fact be able to make this in time for the fiscal year 2011 submission?

Admiral ROUGHEAD. Sir, I believe that the Secretary and the Deputy Secretary of Defense have committed to a review of the disposition of our aircraft carriers in each case, and I am confident that those decisions will be made in the Quadrennial Defense Review.

Mr. MILLER. In time for the fiscal year 2011 budget cycle?

Admiral ROUGHEAD. I believe that the decision will not impact any plan should the outcome be to put a carrier there because the period of time that would be required to prepare Mayport spans a couple of years. So I believe that the decision that would be made in the QDR will be adequate for anything that would have to be done in Mayport.

Mr. MILLER. Thank you, sir.

And also a question to anybody that would choose to answer in regards to Navy and Marine Corps shortage of doctors and nurses because of our op tempo, the shortage impacts both for deployed sailors and marines as well as their families back home. What are our plans to increase the numbers of Navy doctors and nurses and other medical personnel?

Admiral ROUGHEAD. I will comment on the plan and let General Conway comment.

As the Marine Corps is growing its force, we have increased the number of medical personnel commensurate with that growth, and we are on the path to provide the required numbers for the Marine Corps which are in the hundreds of additional medical personnel.

And I will let General Conway talk about the adequacy of medical support for his troops.

General CONWAY. Sir, it is marvelous forward both in Iraq and Afghanistan, and we understand that is the Navy emphasis, as well it should be. What has happened as a result of that, of course, is somewhat what you cite, and that is that there is then a shortfall at some of the hospitals and clinics in some of our bases and stations. I do believe the Navy is attempting to contract to satisfy some of those shortfalls.

It is easier to contract someone to live in San Diego than it is in Havelock, North Carolina, and so I think that is where we see our biggest concerns right now as we go about our town hall discussions with families and so forth, is trying to make sure they have got sufficient care and, more importantly, specialized care that prevents them from having to drive great distances that TRICARE would otherwise provide for.

Mr. MILLER. Sticking with the medical issue, we have all talked a lot about electronic medical records in recent hearings. Navy medical personnel have testified to the challenges of the Armed Forces Health Longitudinal Technology Application, or HLTA. What is our plan with the Navy in regards to improving the effectiveness of electronic medical records in the future?

Secretary PENN. We are still doing a complete analysis of the records. There is a lot that has to be done. The Privacy Act and other things, that just requires that we go into it with our eyes wide open. There would be some secondary effects, and we want to make sure they are addressed up front.

Mr. MILLER. Thank you, Mr. Chairman. I yield back.

The CHAIRMAN. Let me ask, before I call Mr. Ortiz, General, as you know, several of us visited Okinawa and Guam recently regarding the proposal of moving some 8,000 marines from Okinawa to Guam. And shortly before we made our visits, the Secretary of State visited Japan, and my understanding is she signed the agreement again. And could you in 25 words or less bring us to date on where the proposal is and what needs to be done in the immediate future?

General CONWAY. Sir, if I can—and I am afraid I might have to take a few more than 25 words. But I want to say in general terms, because there have been articles that may have presented otherwise, the Marine Corps is in favor of the move to Guam. There are issues associated with that move, but I have the personal assurance of the Under Secretary of Defense for policy that she is going to work with us directly to solve those concerns.

Currently, sir, the Japanese government will be voting soon on a portion of their allocation for the funding that is required. In the meantime, we are going forward with an EIS, Environmental Impact Study, on Guam to determine what training can take place there. We think we have a pretty good feel for that at this point, just because of the availability of training areas, and Guam is not going to satisfy the entirety of the training concerns that we have there. So at the same time that the EIS is under way for Guam, we are looking for an EIS on other portions of islands in the area.

The CHAIRMAN. That is my next question. You are looking for—is there a formal request or a requirement for looking at the other nearby islands, particularly Marianas?

General CONWAY. Sir, we have made known our requirement to be able to train the types of troops that we think we are going to put on Guam, and we believe that we can gain proper access to those other islands, although they are some miles distant from Guam, that we can satisfy the training requirements to keep those troops viable.

Secretary PENN. There is an issue, as you know, with the EIS. If we start one and try to add to it, that is called segmenting.

The CHAIRMAN. It is called what?

Secretary PENN. Segmenting, and then we have to start the entire process over again.

The CHAIRMAN. Oh, you are kidding?

Secretary PENN. We want to complete the Agreed Implementation Plan Environmental Impact Statement (AIP EIS), and we have been working with the Marine Corps to come up with an entire training area, and that would be the EIS for all the training on the outer islands.

The CHAIRMAN. Okay, thank you.

John McHugh, the bells cut you off, and we return to you.

Mr. MCHUGH. I have been cut off by worse, Mr. Chairman. Thank you, though, and, gentlemen, I appreciate, as we all do, your patience.

Admiral, you and I were speaking before we left and I posed one philosophical or theoretical change to you with respect to DDG-1000, the \$500 million on R&D, which you answered. There are some other components to that. I am not sure I will get a chance to pursue those.

Let me pose another question for you on a similar train. On R&D we have got about \$800 million for the replacement of the *Ohio* class submarine and the *Ticonderoga* cruiser development as I spoke earlier, and that is not yet a validated requirement. Again, it may be the right thing to do, but the question I would ask again, in terms of the fact that any budget is a chain of choices, would we not spend that \$800 million of R&D on those two unvalidated as yet requirement platforms for, say, addressing the strike fighter shortfall on the eleventh amphibious transport ship?

Admiral ROUGHEAD. Mr. McHugh, on the sea-based strategic deterrent and the research and development money that we are putting into that, as we look back on the *Ohio* class SSBN that we have, we are about at the same time where we had to begin development of that ship, and the investments that we are making in research and development for a sea-based strategic deterrent are the initial work on a propulsion plant and a missile compartment. It is not an entire ship but just on those two things.

Because I believe that, as we have seen since the inception of the sea-based strategic deterrent, it remains a key part of our national deterrent, and, therefore, we believe, given the length of time that it requires to develop this type of a submarine, we are in that window and we believe that the investment is prudent at that point.

Mr. MCHUGH. How do you respond to the issue these aren't validated requirements? I mean, they may well be in the near future based on future QDR, et cetera, but I mean it is a valid point of discussion.

Admiral ROUGHEAD. Yes, sir. The way I would respond is, even though the requirements may not have been validated by the posture review, the centrality of the sea-based strategic deterrent and the fact that submarines cannot be extended as easily as some of our surface ships may be, we believe it is prudent to begin to make the investments so that as we move through the Nuclear Posture Review (NPR) we will not risk the continuation of that important deterrent.

Mr. MCHUGH. Have there been—and this was a point of discussion yesterday with the Secretary, and I think he failed to totally grasp the central point they were trying to make, not taking issue necessarily with some of the major issue decisions he made but the lack of availability to some of the analyses that I would imagine I would hope certainly went into these decisions and this someone as well. Can you help us understand what the analysis might have been or is there an available document that we can look at that makes that kind of choice?

Admiral ROUGHEAD. Yes, sir. For example, in the case of the DDG-1000, that ship has its genesis in 1992. There is more analysis on DDG-1000 than I think we could sift through for the rest of this fiscal year.

So when I came in and made the recommendation with regard to the DDG-1000, I had the benefit of being able to look at campaign analysis and other attributes of the ship, and I felt very comfortable with that, with the demands from combatant commanders in being able to put forward a recommendation to the Secretary of the Navy and then to the Secretary of Defense that resulted in the truncation and then the restart of the DDG-51.

With regard to the sea-based strategic deterrent, based on what we know about our submarine development programs, we are in the window where we need to begin that process of developing that replacement capability. So with regard to the refinement that will come in the review that will get at the question of force structure and the particulars that may apply to the numbers of those submarines and missile inventories, I think we can get to that, but the work of designing this replacement submarine we know we have to get on with it.

Mr. MCHUGH. So with respect to the latter two, the *Ohio* class particularly but also on the *Ticonderoga* class cruiser, those were your recommendations.

Admiral ROUGHEAD. Yes, sir. We get going with that program because of the importance that this Nation places on this nuclear deterrent.

Mr. MCHUGH. Than you, Admiral.

Commandant, tell me a little bit about V-22.

General CONWAY. Sir, V-22 has had a checkered past, but I have to say that we accepted some risk putting it into combat as soon as it was ready, and we have been very well pleased with the performance of the aircraft ever since.

We have finished now three rotations in Iraq. We have seen that aircraft demonstrate what we knew to be its capability in terms of flying farther, faster, higher, and being able to carry a lot more than the aircraft it is replacing, principally the CH-46.

In the words of one of my commanders, it turned the Anbar Province from a state the size of Texas into a state the size of Rhode Island with the speed and capacity of the aircraft.

We have had, speaking frankly, some reliability issues in terms of the availability of the aircraft, but I would suggest not greater than other new aircraft, especially new aircraft that were tossed into such an austere environment. So we are working those issues, and we are very optimistic about the future of this aircraft for us for decades to come.

Mr. MCHUGH. Okay. Thank you very much.

Gentlemen, again, thank you for your leadership and thank you most of all for bringing together under your commands some amazing men and women of the United States Marine Corps, United States Navy. We are all in your debt.

And with that, Mr. Chairman, I yield back.

The CHAIRMAN. Thank you.

Mr. Ortiz.

Mr. ORTIZ. Thank you, Mr. Chairman.

First of all, thank you for your service. We really appreciate your service and your commitment to our country and to keep it safe.

Admiral, you recently determined that in-service inspections should be classified rather than available to the public. Having thoroughly reviewed one of these inspection reports, I was alarmed at the detail available in the public realm that could potentially be utilized by our enemy, by our adversaries, and thus support your decision.

However, I want to ensure that the committee staff and its members, of course, would receive access to information in order to effectively do our job. Please elaborate on your decision to classify these inspection reports and how you will ensure the committee will be able to have, not only the member but the committee as well, all this information. Can you elaborate a little bit on that?

Admiral ROUGHEAD. Yes, sir, and thank you for that question.

The reports of the inspection and survey team is something that we do to ourselves to assess ourselves. This is something that we do to determine our programs, our maintenance, the adequacy of designs, the sufficiency of the systems that we put on our ships. It is a very frank, it is a very detailed process. The report that is produced from that can shed significant light on readiness, design. It can also provide insight into vulnerabilities of systems and of ships and airplanes themselves.

And in my mind, having that information available to someone who wants to see where we may have vulnerabilities is not a prudent thing to do, and, for that reason, I directed that we again classify them. They had been classified up until I believe it was about 2001.

With that said, it is in no way an attempt to not make information available to this committee and other committees and members who may be interested in that, and I commit to you that at any time when we have the report compiled, because it is something we do every year, that we will bring it to you. I will do that proactively, and we will make that information available to the members and to the staff.

And, moreover, what I will also like to be able to do is to show where we believe the root causes of some of the deficiencies that we discover may be. I welcome that opportunity, and I make that commitment to you, Mr. Chairman.

Mr. ORTIZ. Thank you.

Another question that I have is that the use of sailors to augment certain Central Command (CENTCOM) requirements is not expected to decrease even as our course as we withdraw from Iraq—because now we see some of the Navy personnel doing our groundwork. What impact does the augmentation mission have on the Navy's ability to perform its core mission? Because you are taking Navy people that may be in other missions—they were on a ship. Now they are in Iraq or Afghanistan, boots on the ground. Is this causing a problem?

Because we have had some complaints about the maintenance of the vessels and this is why they deteriorate, and I just want to be sure.

And then there was a report that came out the other day about health services provided to our troops, where a lot of the contractors are utilizing the health services that I guess we should give our troops first choice to. They are in harm's way.

But these two questions maybe you can elaborate a little bit.

Admiral ROUGHEAD. Yes, sir, I could not be more proud of the role and the contribution that our sailors are making to the fight in Iraq and Afghanistan. That contribution is going to continue. And in fact, I believe our numbers will increase as we increase our forces in Afghanistan. What our sailors bring are some unique skills and talents and capabilities that are a great addition to the joint force. And when I visit our sailors, whether they are performing duties on staffs, whether it is our construction battalions, intelligence officers, those who are leading and being part of the provincial reconstruction teams (PRTs), they are making a difference, and I am very, very proud of them.

We have put in place a different way of assigning sailors. We have increased our oversight of their training. We have increased our ability to provide counseling to the increased number of sailors that we have deployed and their families, in particular, their families. We have increased our ability to maintain track of where the families may be when a sailor deploys individually, their family may go back to their hometown. We have put in place all of those.

The other thing that has become clear as we have continued our support to the ground forces is those sailors who go and do this have a higher probability of promotion than those who do not. And accordingly, that makes it a very attractive assignment.

We monitor the readiness of the rest of the force very carefully. We have not had to adjust our deployment schedules. In fact, we have increased the level of activity. For example, the Africa partnership station in Africa, the hospital ship to South America that is down there now, a ship that is about ready to leave to go into the South Pacific to do humanitarian work, and we are able to do all of that, and we have not missed a commitment in the United States Navy. And I cannot be more proud of the contribution our sailors are making.

Mr. ORTIZ. I know my time is up. Maybe my next question will be to the next panel, the Army, about health care for our troops on the ground, especially the Army and the Marine troops. I saw where the contractors were using the facilities and the doctors and the nurses to take care of the contractors. And I don't know what kind of impact this is having on our troops. But I know my time is up.

The CHAIRMAN. We can save it for General Casey, who will be here at 2:30. We are going to go until 2:00. Is that correct, gentlemen? You will be here till then? And I am sorry the vote interrupted.

Mr. Forbes.

Mr. FORBES. Thank you, Mr. Chairman, General, Mr. Secretary and Admiral, thank you so much for being here. And Admiral, in the few minutes that I have I would like to ask you just a couple of questions. If you can't answer them, please feel free to say you need to get back to us and get it in the record, whatever.

Yesterday the Secretary was here and basically indicated that any individual that came over to testify was free to give us their personal opinions as well as anything else now to do it.

One of the things that concerns me is I heard the chairman ask you earlier today about our shipbuilding goals. And you talked about the 313 ship minimum that we would need. But that is a goal, it is not a plan. And one of the things Congress recognized long ago is that for us to reach where we need, from a national security point of view, we needed to have a shipbuilding plan, and we literally put in law that each year when the budget came over, the Secretary would need to give us that shipbuilding plan, so it wasn't just theory floating around, we could get our hands around it and see the plan.

Secondly, that the Secretary was to certify that the budget that was sent over was sufficient to reach that plan. And if it wasn't, that we were to be told what the risks were of that disconnect.

The question I would ask you this afternoon is, if members of this committee wanted to go find that plan, since the Secretary did not send it and indicates he is not going to send one, where would we go to find what the existing shipbuilding plan is for this Nation?

And if so, if you could tell us where we would go, or get us a copy of that so we have that for the record.

[The information referred to can be found in the Appendix on page 115.]

Mr. FORBES. But secondly, if we ask you today, are you comfortable certifying that this budget will get us to that shipbuilding plan, could you do it? And if not, what are the risks that we are exposed to by not being able to meet it?

Admiral ROUGHEAD. Sir, and thank you. With regard to the shipbuilding plan, as you mentioned, in previous years, we had submitted the shipbuilding plan which we did for 2009. The budget that we have put forth today, and I am very pleased with the eight ships that we have and the seven ships that we have advance procurement for. That defines the path for our future, the restart of the DD 51, truncation of the 1,000, commitment to the littoral combat ship, but we are going to in the Quadrennial Defense Review

get into the issue of amphibious lift, the pre-positioned force, and those are questions that have to be answered in the Quadrennial Defense Review, which will have an effect on what the plan will be.

So what this budget does is it defines what we are asking to have authorized and appropriated this year, lays in advance procurement, and if I may say it, and to get back to an earlier question on the decommissionings, we are going to decommission seven ships this year, five in 2010. But at the end of fiscal year 2010, our fleet size will go up by four ships. So I do believe that what we have done with this budget and the progress of growth, that this puts us in a good position to realize the growth of the fleet that is necessary for our missions.

Mr. FORBES. And Admiral, again, with all respect, please don't think I am trying to ask a question that is embarrassing or difficult. If we say the QDR is going to outline our plan, do we not basically have to say then, as of today, when the budget came over, we don't have a shipbuilding plan? I mean is, that what we are saying until the QDR comes out? Because the goal of this statute, as I understand it, was to be able to look to our budget and say, this budget will reach this plan. And if it won't, here is the risk that we have. And I realize that we have to constantly modify that plan, and the QDR may modify it. But as of today, do we have a shipbuilding plan anywhere in the Nation today? And if we do, does this budget reach that plan?

Admiral ROUGHEAD. What I would say, Mr. Forbes, is that what we have done with this budget is we have made some fundamental decisions in the direction where we are going with the plan. And part of a plan is not just how much you are buying, but what you are going to buy. And I believe that 2010, more than any other recent budget, really did some affirmation and reaffirmation of what we are doing, and that the Quadrennial Defense Review will further define and refine, and after the QDR, coupled with this 2010 budget, I believe we will have a plan that sees our future more clearly than we have had in the past.

The CHAIRMAN. Mr. Taylor.

Mr. TAYLOR. Thank you, Mr. Chairman. And I want to thank our guests for being with us. And I want to thank my colleagues for pressing the CNO and others on the importance of shipbuilding. I welcome your help on that.

Chief, last month we had an American flag vessel hijacked by some thugs with AK-47s. It is my understanding that when we send an American flag vessel that has military cargo to that part of the world, they pick up either a Navy team to protect it or a Blackwater-type team to protect it. We make a distinction though when we send an American flag vessel that is carrying American purchased foodstuffs or humanitarian goods to that part of the world, and we don't protect it.

I am going to ask you to rethink that strategy based on what has happened. It has still got an American flag on it. We know that our enemies like to attack symbols of America. That is why they went after the Pentagon. That is why they went after the Twin Towers. That is why we presumed the flight that crashed in Pennsylvania was going after the Capitol.

And I have got to believe, and I know you have got two simultaneous wars going on. But I have got to believe between the special boats units, the Navy Reserve, the United States Marine Corps Reserve, the Special Operation troops that are within the National Guard, the 20th Special Ops group and others, that either as units or individual augmentees, that you could, with one call for volunteers, put together enough teams to protect every American flag vessel that is transiting that area. Whether it is carrying foodstuffs or weapons, it is our stuff.

It is fair to say the only thing that travels on American flag vessels anymore is something that the taxpayers have paid for. So it is our stuff. It is not like we are protecting the cargo for an individual company. It is something that our Nation has purchased. It is a symbol of America. And quite frankly, when ship owners from around the world who I know to be Americans re-flag their vessels foreign, and they say why should I stay? You charge me more for taxes. You make me buy an American flag vessel. I have got to pay an American more than I would pay a Panamanian? And my answer to them all along has been, but guess what, when this vessel gets attacked we are not going to send the Panamanian U.S. Navy Sea, Air, and Land Forces (SEALs) to rescue it. And as we just saw off of Somalia, we did send the American SEALs to rescue it.

Now, we tried to do water side security on the *Cole* on the cheap and we lost 20 sailors and we almost lost a billion dollar warship. We tried to do airport security on the cheap and we lost people in the Twin Towers, we lost people at the Pentagon, we lost people in Pennsylvania.

I think we are trying to transit that area on the cheap. And I think we ought to have learned. I think your team did a magnificent job. I think we should have learned a lesson that if it has got an American flag on it, it has got a cargo that our taxpayers have paid for that we are sending somewhere in the world, that it is our stuff and that it would be cheaper to put a team of trigger pullers on there than to have to go through what we went through last time. And I would welcome your thoughts on that.

Admiral ROUGHEAD. Yes, sir. As you said, we are dealing with some thugs. They are criminals, they are pirates.

Mr. TAYLOR. Who, by the way, are represented in London by guys with three-piece suits.

Admiral ROUGHEAD. Yes, sir. I do not believe that they are ideologically driven. They are going to jump on a ship that looks to be a lucrative target regardless of what the flag may be. The fact that they elected to jump on an American flagship ended in the demise of three of them, and an extraordinary performance on the part of our Navy.

I also believe that those shipping conditions that make the investments in protecting their ships is an important aspect of the entire counter-piracy process. We, and our friends and partners, are patrolling an area four times the size of Texas. And just last night, an example of a shipping company that had security guards on board, in my opinion, contract security guards, made a difference. They held the ship off. They held the pirates off the ship until a Korean destroyer and a Korean helicopter disrupted it until

the USS *Gettysburg* closed and captured 17 pirates and right now the USS *Gettysburg* has 17 pirates board.

And that was stymied by contract guards that the shipping company elected to make the investment in. And yet, we, as navies, responded. And I believe that that scheme is something that needs to be pursued, as opposed to putting sailors, Marines, soldiers, on-board ships. I believe that the shipping companies have to address the security issues in that area as well.

Mr. TAYLOR. Admiral, you and I both know we deal with, I don't know a handful of shipping lines to deliver our stuff. So one of them is doing it right. To what extent are you or someone from your organization going to sit down with Maritime Administration (MARAD), with the Coast Guard, with all the players and come up with a set of rules. Or again, we can do it legislatively. I would rather have the professionals do it in-house so that it is done right, but it does have to be addressed.

Admiral ROUGHEAD. Well, Mr. Chairman, just this past Monday, that is exactly what happened. Shipping companies, to include the union, to include my commander from the Middle East, to include the Commandant of the Coast Guard, to include officers from my staff, came together to address exactly what has to be done. Last Friday the Commandant of the Coast Guard issued a bulletin specifying the steps that the shippers needed to take.

Mr. TAYLOR. Actually in fairness, I read it yesterday. It basically said you must prepare a plan. It didn't outline any steps.

Admiral ROUGHEAD. Yes, sir. And that is exactly what some of the shipping companies are doing, and they are finding that it is working to their benefit.

Mr. TAYLOR. Thank you, Mr. Chairman. We will have further discussions on this.

The CHAIRMAN. I thank the gentleman. Mr. Kline.

Mr. KLINE. Thank you, Mr. Chairman. Thank you very much gentlemen for being here.

Admiral, it has been a pleasure working for you for these last few years, and General, a pleasure working for you these last few decades.

Clearly, the Marine Corps is pouring lots of troops into Afghanistan. They are there. They are in Iraq. They are fighting, and we could talk all day about those tactics and procedures and problems that those Marines might be facing. And I would like to do that. But my time seems already to have run out, so it is going to be a little bit tough.

I want to talk about vehicles for a change. General, the expeditionary fighting vehicle (EFV) is, there is no procurement for that in the budget. There seems to be some R&D, some \$293 million, and it looks like, as near as I can tell, that we are moving forward for a procurement in four years or something like that. Can you just kind of give us an update on that vehicle? I know the Marine Corps has been important to them since I was a junior officer. Tell us what is going on.

General CONWAY. Sir, you are right in your analysis of the budget. It is R&D at this point. Procurement dollars follow. We look at the initial operating capacity of the vehicle at about 2014 but really sometime after that before we are at full operational capacity.

The vehicle, within the last 18 months or so, had its non maturity breach. There was a force function in inside the building for both the Department of the Navy and the Office of the Secretary of Defense (OSD) to examine the vehicle. But in fact, it was determined to be suitable for continuation. And we have since had some reliability estimates done and were encouraged by all of that.

The vehicle got into trouble with the reliability test that showed that it was not very reliable at all, not the vehicle that we thought we were about to procure. So improvements in the vehicle in a number of ways, and greater reliability lead us to be cautiously optimistic that it is going to be precisely what we need to be able to close that 25 miles from where the amphibians will lay off and any foreign shore.

Now, all that said, the EFV is a tool in the kit bag for the discussion, I believe, that will occur in the QDR on amphibious capability. And so I think that the numbers of ships and that capability writ large is going to, at least in part, determine the future of the EFV.

Mr. KLINE. Okay. Thank you. I am really looking forward to that. We have been missing a whole lot of analysis here and the QDR is certainly going to be an important part of our looking at these programs. I am getting concerned that we are not moving out as quickly as I had hoped on that EFV. But something we are moving out on, and I know something you have put a lot of attention into, General, is the Mine Resistant Ambush Protected vehicle (MRAP). And I am looking at the dollars in the budget for that, and a combination according to the paper I have here, from the 2009 base request and the supplemental is \$6.5 billion. And I am sure that you agree that it has proven to be an extraordinarily effective and helpful vehicle that no doubt saved the lives of many Marines.

I don't yet understand how it fits into the Marine Corps. We have sort of always known where the High Mobility Multipurpose Wheeled Vehicles (HMMWVs) were going to go and we have truck companies and we have Armored Vehicles (AVs) and we have Light Armored Vehicles (LAVs), and they fit into the battalions and things. What is the MRAP? What is its role in this thing?

General CONWAY. Sir, at present, and we are talking now about what I would call the unimproved MRAP, the MRAP that we essentially sent into Iraq. We have about 2,200 of those vehicles. The immediate utility that we see in our exercising is with our road clearance detachments. We think that it will be our future engineer vehicle. In the past, they have sort of ridden into conflict in the back of a dump truck, and we think we owe them something better than that. And should we get into any future Improvised Explosive Device (IED) environments, and I think there is a high probability of that, based upon the cheap, inexpensive weapon that it is, then we have those MRAPs available.

Our experience to date in Afghanistan has been that it is not a good transfer. That MRAP that works well for our functions in Iraq is not serving as well off-road in Afghanistan. So we have embarked on a program. There are two programs really. One that would develop what is called an MATV, an MRAP/all-terrain vehicle. We have a separate program where we have, through innovation and adaptability, put the suspension of an Medium Tactical

Vehicle Replacement (MTVR) 7-ton truck on to our Cat I MRAPs and we are pretty encouraged by that. The off road capability is apparently equal to that of the MTRV which, by the way, is the favorite vehicle of our troops in Afghanistan at the present, we think we can, if the continuation of these tests and we will know by about this time next month, but if it proves out as successfully as we hope, we will have those vehicles to Afghanistan sooner. And we will have more protection.

Mr. KLINE. If I might. My time really is about to expire here. But it is that point I guess I am trying to get at here, is you have got the MRAP that has worked in Iraq. It is an on-road vehicle largely, you talk about using it for engineers. And now we are talking about Marines getting around, moving around in Afghanistan. And clearly, the IED threat could go up there, as it went in Iraq. And so, I see my time is expired, but the question is, will we have vehicles that our Marines need to ride in in Afghanistan?

General CONWAY. The answer, sir, is absolutely, through one program or the other.

Mr. KLINE. All right. Thank you.

The CHAIRMAN. Dr. Snyder.

Dr. SNYDER. Thank you, Mr. Chairman. Thank you gentlemen for being here today. We lost two fine young Marines in a helicopter crash outside of San Diego a week or so ago, Captain Jessica Conklin and First Lieutenant Aaron Cox. Lieutenant Cox was from my district and, in fact, I had nominated him for the Naval Academy and he chose the Marine Corps. I talked to his parents a couple of days after he died, and they are very, very proud of what he had done, very, very proud of his performance, not only at the Naval Academy but as a Marine, and we certainly regret their loss but celebrate their service.

I wanted to direct my questions to the Marine Corps here. I don't know how long it has been now, General, two or three years ago, I think you first began talking about the fact that we did not have adequate troop strength in Afghanistan. I think you described it as, if you are going to do a program of clear, hold, and build, you have got to do more than just be able to clear. You have got to have the troops to hold and allow the people to build the country. We are clearly moving in that direction. And I think your Marines are very excited at the prospects of increased numbers of troops.

My concern is, and we will probably see this discussion today and in the next week or two on the supplemental and then as the year goes on, my concern is that the American people may not be prepared for the length of time, that even with additional troops there is not something magical that is going to occur. And I wanted to give you the opportunity to explain how you see things happening over the next one, two, three, four, and five years. I asked the question yesterday to Secretary Gates, when the recent study came out that thought we needed to prepare at some level of a five- to ten-year involvement.

But would you take my time to just talk about what you see as where we may be in a year or two or three and why we need to look over the long time.

General CONWAY. I will indeed. I think it is fair to say that up until this time, almost right now, we have been in an economy of

force operation in Afghanistan with the emphasis being Iraq. We now see the opportunity to change that out, and the chairman has said recently that Afghanistan is now his new focus.

We believe that, at least for now, the influx of 10,000 Marines and 2 brigades of Army troops, in the south in particular, is going to give us the ability to start to achieve stability and security. How well that will go will be determined by how emphatically the enemy responds. The enemy gets a vote in this whole arrangement. But lesser numbers of troops in the past, witness two form U going in and second battalion 7th Marines have had some pretty significant impact and have driven these people into our locations and to lesser numbers of engagement.

I think we need to examine what happens over this next year with regard to our kinetic activity and how successful we will be. But there are other issues. I mentioned we are going into the Helmand River Valley where 93 percent of the drugs are produced in Afghanistan. And when I was there about a month and a half ago now, the estimates of resources to the tally began ranged somewhere between \$80 million and \$400 million a year that they can turn around and put against foreign fighters and explosives and those types of things. So we have got to work the drug issue simultaneous to increasing the level of security for the Afghanis who live in the region.

At the same time, sir, we can be wildly successful in Afghanistan, I think, and not solve this Nation's worst problem, which is the al Qaeda, if the forces in Pakistan aren't having parallel or similar success across the border.

Now, we are encouraged of course by recent events happening in the Swat Valley. Nothing like that has extended yet down to Balujistan opposite Regional Command (RC) south where we are operating. But it seems to me that the Pakistani government realizes there is a greater threat here and is now taking steps to deal with that.

So I could not begin to put a timeline on how long all that is going to take. It is going to be evolutionary. It is going to be against some tried and true practices that come from our small wars manuals and some doctrine that the Army has developed. A large part of it will be something other than military force. We think that we need a larger civil involvement in that region to raise the quality of life of the people of Afghanistan to a degree where they see that we are not their enemy but the al Qaeda and the related Taliban are. That will take time.

Dr. SNYDER. I think I will stop there. Thank you for your comments. Thank you, Mr. Chairman.

The CHAIRMAN. Thank the gentleman. Mr. Jones.

Mr. JONES. Mr. Chairman, thank you very much. And I welcome the panelists as everyone else has done. And I really wasn't going to—I am not going to ask you a question. I am going to make a statement, then I have a question about a totally different subject.

But Secretary Penn, you know, it has always bothered me that the Secretaries before you, you come before us with the fighting team, the fighting team is known as the Navy and the Marine Corps. And yet, it says witnesses: The Honorable B.J. Penn, Acting Secretary of the Navy. What happened to the team?

Now I am not asking you that question. Let me get to the point.

Then I am looking at, in 2002, Marine Corps Commandant General James Jones, United States Naval Institute annual meeting April 4, 2002, Question: Legislation has been introduced to rename the Department of the Navy. What is your view? This is the answer from the Commandant. The Secretary of the Navy, Gordon England, has no objection. The CNO, Chief of Naval Operations, Admiral Vern Clark, has no objection. I have no objection. It is what it is. So if it passes, we are happy with that. Maybe that is something that is an idea that lawmakers believe whose time has come.

Well, I am not going to ask the CNO. I am not going to ask the Acting Secretary. I am not going to ask the Commandant. I am not going to put anyone on the spot. But I will tell you that one of the things that has bothered me greatly with all that is being done by the fighting team, Navy and Marine Corps, that when a Marine dies, and the Secretary of the Navy sends a condolence letter to the wife of a Marine who gave his life for this country, there is nothing in the heading but the Department of the Navy, Washington, D.C., and then the first sentence is The Navy family extends its condolences.

It is time that the Department of Navy and Marine Corps become one fighting team. And I am pleased to tell you today that many people here and that are not here, we have 249 Members of the House that have signed legislation to rename the Department of Navy, Navy and Marine Corps. And I want to thank Senator Pat Roberts on the Senate side has dropped the same type of bill.

I am not going to ask you today how you feel. I have got another question. But, Mr. Chairman, I want to thank you, as I have thanked Duncan Hunter, Sr., and now Mr. Skelton, our new chairman, for putting this language in the bill. And I believe sincerely that the American people want to see the stepchild become part of the family. And that would be the Department of Navy and Marine Corps. This is my question.

The CHAIRMAN. If the gentleman would yield.

Mr. JONES. Yes, sir I will yield to the chairman.

The CHAIRMAN. I want to assure you that the chairman of the seapower subcommittee, as well as the chairman of the full committee, will include that in the base bill this year.

Mr. JONES. Thank you, Mr. Chairman.

The CHAIRMAN. You are welcome.

Mr. JONES. And I thank the subcommittee chairman as well.

Yesterday, I praised Secretary Gates, I praised Admiral Mullen for their concern for the injured. And I want to praise you both, as well as the Secretary of the Navy and Marine Corps sitting here today. And I want to say to you, Commandant Conway, you and your wife have earned the love and respect of the Marine team. I heard this as frequently as yesterday. I spoke to a couple of ladies down, Marine wives down at Camp Lejeune. What I want to bring to you very quickly is that there is a process and a treatment to help our soldiers and our Marines and our Navy when they have Post-Traumatic Stress Disorder (PTSD), when they have Traumatic Brain Injury (TBI), and it is called hyperbaric oxygen treatment. I would like to ask you both, and maybe the Secretary of the Navy

and Marine Corps sitting there today, I would like to ask you both your opinion, because I will tell you, I was pleased with Admiral Mullen, he is going to have someone to come meet with me. He wants to see what we can do to move this study quicker than what it is taking now.

Admiral, are you familiar with this process?

Admiral ROUGHEAD. Yes, sir, I am. And the Commandant and I have talked about this in the past. And the comment that I made to him, and even though there may be some who can question the efficacy of it, my comment, if I recall, and Jim, if you want to add to it, was if it can help, if it may help, I am in. So that is where I am. I believe that we should, for our people, explore every avenue that we can to help them recover from what are really becoming some signature wounds of this war that we are in.

Mr. JONES. Thank you.

General CONWAY. Sir, as I travel about, you can imagine, a lot of people approach me with this idea or that in terms of how to treat TBI or PTSD. But I will tell you, I have seen none out there that I am more encouraged by than what I would call at this point the ad hoc results of hyperbaric treatment, to the point where we have put the Assistant Commandant of the Marine Corps in charge of trying to speed the process of the protocol that the Navy medicine must necessarily accomplish in order to rapidly bring this to treatment level for our Marines that we think are affected.

In the meantime, there is a doctor down in New Orleans who treats people, and through some of our charitable organizations and so forth, we have sent forward those Marines suffering that we thought might be suicidal to get people in a treatment regimen because it can't hurt. It can only help. And so even in those cases we are encouraged by some of the things that we are seeing. So we think that we are on to something here.

Mr. JONES. Well, I want to thank, Mr. Commandant, you and the Admiral for your statement. I wanted to get that on the record because I intend to work with my colleagues on both sides of the aisle to push this treatment for those in the Army and the Marine Corps, and I would really appreciate your commitment to our men and women in uniform. And thank you for those statements. And with that, Mr. Chairman, I will yield back and thank you again for your statement earlier.

The CHAIRMAN. Thank you. Ms. Davis.

Mrs. DAVIS. Thank you, Mr. Chairman. And thank you so much for being here and for your extraordinary leadership to all of you. Thank you.

As you know, the Vice President and Mrs. Biden are in San Diego today on the *Ronald Reagan* talking to military families, and it is one of those days when you really want to be in two places at once, of course. And my schedule didn't permit me to go, but I am delighted that they are focusing and highlighting our military families.

We had a chance to meet with a group as well recently, a group of spouses, particularly who represent a large number of military families, and one of the concerns that they expressed and it was reflected in a poll that basically says about 94 percent of military families believe that the country does not understand or appreciate

their sacrifices. That is a pretty high number. We know how resilient they are, but we also know that they are really burned out. And so I am just wondering your reaction to that.

Yesterday in our discussion with Chairman Mullen and with Secretary Gates, they really alluded to the fact that there are some differences in commands and the way that families are treated and taken into account. And I asked about promotions and, you know, where do we factor that in to promotions and, you know, getting back to the question of how they feel about the rest of the country, outside the military community and their understanding of their sacrifice is how can we impact that when it comes to our commands?

General CONWAY. Ma'am, I will start and say that it doesn't totally surprise me because, as you can imagine, over time, and with the frequencies of our deployments, that a number of our spouses have gone home to be with their natural families for the period of time of the deployment. And what we hear almost routinely is that they are an anomaly back in their community. People do not understand their concerns with a child growing up without the other parent, or the worry that goes every time the phone rings, those kinds of things. So it doesn't surprise me that that would be the reaction to, let's say, the rest of America.

It would be interesting to hear what they say about their service or the military or the DOD on a larger scale. I would hope that the response would be dramatically different, and that they are seeing the things that we are trying to do as services. They are bearing a tremendous load. And although we try to do as much as we can, I have to say, and I think it would be readily apparent, that the repetitiveness of it does get difficult. Our service culture helps some, in that we have seven-month deployments and that we rotate people out of the operating forces to what we call B billets, three-year billets elsewhere in a headquarters or training command or perhaps recruiting to try to give them time to recover before they might come back and do it again. But our families are the most brittle part of our equation. We accept that, and therefore we are putting a lot of the generosity you all have given us against those family service programs at the bases to try to raise the quality of life, show them psychologically that we do care, and make it better when the military member is gone.

Mrs. DAVIS. If I could shift for a second. And I am sure, Admiral, that you would be concerned about this as well. And we talked about it yesterday also, is that when we are looking to budgets, and there are some concerns about fleet maintenance right now and trying to capture some dollars for that, that we may also be making it more difficult on families when it comes to their permanent duty stations and when they are actually transferred and how we deal with this. And it is an ongoing tough question. I mean, do you take dollars out of personnel or out of fleet maintenance? And I know that when I first came to Congress, one of the things I heard from a lot of the sailors is that, you know, they ended up doing a lot of make work because, you know, the maintenance was so poor. That changed over the last number of years when there were a lot more dollars, but there is a concern that we are relying too much on supplementals to kind of cover some of those costs. So I am ask-

ing about that tough question. And could you respond. What goes into making those decisions because the families are saying, hey, you know, it is affecting us. And plus we have this whole issue about how we treat our families.

Admiral ROUGHEAD. Well, that is my world, Ms. Davis. And how do we balance and get the right balance in the fleet of current readiness, the personnel programs and the future Navy that we know is important for our country. And as I do that, I weigh all of those factors. But we have used the base budget and supplemental funding to provide the maintenance and operating funds that we need. There is no question that this year, because of the higher retention rates that we are experiencing, lower attrition rates, which I think speaks volumes about the fulfillment that our sailors get about being in the Navy, is pressurizing our manpower account.

And I have had to throttle way back on permanent change of station moves until the supplemental funding is provided to us because I don't want to be in a position where I overspend the budget that you hold me accountable for. So we have had to do that. I await the supplemental coming, but those are just some of the decisions that we have to make. My commitment and what I told my leadership was that I won't break a promise to a sailor, and I won't take money out of their pockets, and I am holding to that. But we have had to make some adjustments in other areas to manage to our budget.

The CHAIRMAN. I thank the gentlelady. Mr. Franks.

Mr. FRANKS. Well, thank you, Mr. Chairman. And thank you, Secretary Penn, Admiral Roughead, and General Conway. You know, it is always hard to know what to say to people like you that do what you can to keep the homeland safe and to continue to protect freedom for all of us. I never want to miss an opportunity to thank you for that.

Admiral Roughead, you know, because Aegis ships are multi-mission platforms, I know that you have a lot of operational trade offs, some mission optimization, and opportunity cost decisions that you have to make when you are deciding how and when and where to deploy those ships. And I guess one example would be that an Aegis ship deployed to focus on missile defense may be deployed in a location that is sub-optimal for its support to anti-surface warfare. And I guess I have got three questions here if I can squeeze them all in if you can help me with that.

First, some have proposed using the Aegis Ballistic Missile Defense (BMD) to provide missile defense protection of Europe. And where would be the optimal locations to deploy Aegis ships to meet that challenge if the decision were made?

Admiral ROUGHEAD. Yes, sir. The versatility that you get with an Aegis ship in a ballistic missile defense mode is pretty unique. You can place them wherever you need them. You can move them around. It will be a—

Mr. FRANKS. For Europe, in particular.

Admiral ROUGHEAD. For Europe, in particular, you would want to have them in the Mediterranean for the tracking and the potential targeting of countries in the southern tier or in the eastern Mediterranean, and then also, the potential to deploy them up in

the northern waters around Europe. Where, exactly where is a function of how many you have, and so that is a calculus that has to be made.

Mr. FRANKS. Well, if the Aegis ships should be deployed, whether it is the Black Sea or the north or the Baltic Sea or, as you say, and I think that is the right answer, is the Mediterranean, Eastern Mediterranean. What other missions can't it support? In other words, you know, what would be the planning and lead time? What would be the time required to deploy Aegis and what amount of threat warning time would be required to allow Aegis to move into theater or in these right locations? And what other missions might have to suffer because of it?

Admiral ROUGHEAD. Well, the beauty of being a forward deployed Navy with that type of capability is you can move it around very quickly and respond literally within hours or days, depending on other things you have going on. The ship from which Captain Phillips was rescued was an Aegis ship that could just as easily have been swung into the Arabian Gulf for missile defense, into the Arabian Gulf for surface warfare. The fact is that even though someone would look at that ship and see it as a high-end capability, it can do lower-end missions. If you spend money on low-end ships, you can't go high. And that is why I believe our Aegis ships are a great investment for the Nation.

Mr. FRANKS. Well, I couldn't agree with you more, Admiral. I really, I guess the point I am trying to get at here is that there are always operational trade-offs when you have to have lead time, these ships are not jets, and you have to have the time to move them around. And of course, there are operational trade-offs for other requirements that they have. And I know that you are fully aware of all that. But there have been those who have suggested that, you know, the European site could be easily replaced by Aegis and land based SM3. And of course, one of my big concerns about that is that those, the Aegis doesn't protect the homeland of the United States.

It would be potentially able to protect Europe, but it is the trade-off and the operational trade-offs that we would have to make to do that, and it could not only pull these ships away from other necessary functions, but that the costs involved, can you speak to the cost of, you know, the disadvantage of in terms of costs of the Aegis ship having to be deployed there in the region, as opposed to land-based interceptors.

Admiral ROUGHEAD. Well, I would say one of the solutions, sir, is you buy more ships. That is always an option. But anyway, it is always a trade-off. But even the Aegis ships when they are forward provide for other defense. For example, it was a series of Aegis ships in the Western Pacific that, when the North Koreans launched their missile, it was those Aegis ships that were providing the information that our leadership needed to make decisions. So you get a lot of coverage from the ships and a lot of value.

Mr. FRANKS. I am a big believer in them, Admiral. I guess the point I am hoping that we can all keep in mind here is that when we do suggest that Aegis be a central component of protecting Europe we have got to keep the two things in mind. We have got operational trade-offs and it costs a lot to keep them there and they

don't protect the homeland of the United States and I hope that that can continue to be part of the debate. And thank you all for the great work you do.

The CHAIRMAN. I thank the gentleman. Mr. Courtney, the gentleman from Connecticut.

Mr. COURTNEY. Thank you, Mr. Chairman, and again, thank you to all the witnesses for your patience also this morning.

First of all, I just want to publicly state, Secretary Penn's son-in-law is leaving the Groton sub-base after his excellent service for the submarine Group 2, and I just want to again, publicly acknowledge that, as well as his daughter Emily graced the state for the time that they were there and we will miss them but I know they are going to do great things when they return here to Washington.

So please, Chairman Taylor has a hearing scheduled tomorrow morning, so I won't be able to attend the ceremony, so please blame him and thank them for their great time in Connecticut.

I also, again, want to salute Admiral Roughead for the great balancing act that I think you have done in this budget. I mean, when you think of the issues that you defuse with this plan in terms of the destroyer, you know, sort of contest that was out there six months ago, again, the work that you have done with the carrier plan, which just really seems to have satisfied all stakeholders and parties, you know, again, it is not easy doing what you have done and I think it really should be noted.

Your testimony, written testimony included a comment which I wanted to at least share publicly. The chairman referred to it in his opening remarks, but your statement, I consider the *Virginia* class cost-reduction efforts a model for all our ships, submarines, and aircraft. Something that certainly the folks back in Connecticut appreciate. And again, we are very excited about the fact that the *Missouri* is going to be ready earlier and cheaper than all the predecessors, and I think that is a trend line that is going to continue.

I wanted to just address a point though, which does still sort of fester out there, and despite the fact that the *Virginia* class program was designed and planned post-Cold War and is truly, in my opinion, a post-Cold War platform, there still seems to be a perception lingering out there that, you know, this is program that doesn't fit within our national security plans. And I just wonder if you could comment on that.

Admiral ROUGHEAD. Yes, sir. And my perspective goes beyond just being the Chief of Naval Operations. As a fleet commander, as a battle group commander, the utility that we get from our nuclear submarines or our attack submarines is extraordinary. They are the most effective weapon that we have in sea control. They are versatile in being able to project power with the missiles that they can launch. And they give our commanders insight and information that cannot be gained with any other platform that we have in our military.

Their ability to stay submerged, to operate at great distances from the country is unmatched by any other country in the world. And I refer oftentimes in Naval warfare if you are a chess player, submarines are the invisible queens. They do everything. You can put them anywhere, and no one knows when they are going to ap-

pear. And that is why our submarines are so important to our security and our safety and our prosperity.

Mr. COURTNEY. Thank you. That is very well put. And I think also again it is important that people have to put it in context in terms of what the building plan is, is that in many respects it is partially replacing a declining fleet, but again, what you propose I think stabilize and balance it at an adequate number. And I guess that is the question I just want to confirm. I think I know the answer is that again, the budget that you proposed really is going to stay on target for the block three contract that was signed last December and that will get us to two a year in 2011; is that correct?

Admiral ROUGHEAD. That is correct, sir. In fact, the 2010 budget has a submarine in it and the advance procurement for the 11 boats. And I am very, very pleased that we were able to do that.

Mr. COURTNEY. And on the *Ohio*, which I know you referred to when I was outside of the room. Again, the notion that somehow we are getting ahead of the Quadrennial Review and the Nuclear Posture Review, I mean, the fact is that this is an issue that has already been analyzed deeply, both by the Navy and the Pentagon, and we really are not, the proposal that you have before us is not really jumping ahead of what I think is adequate analysis to justify it. Is that your position?

Admiral ROUGHEAD. That is my position, sir, that we are in the same timeframe that we were with the *Ohios* when we began the design of that boat. And now is the time to begin the design of the propulsion plant, the common vessel compartment, so that we don't suffer a gap in that important part of our strategic deterrent force.

Mr. COURTNEY. Thank you, Admiral. I yield back.

Mr. TAYLOR. [presiding.] The Chair thanks the gentleman. The chair now recognizes the gentleman from Missouri, Mr. Akin, for five minutes.

Mr. AKIN. Thank you, Mr. Chairman. And Admiral, I am going to ask a question I have asked you to before. I asked it yesterday and I am just one of these slow learners. I am having a hard time putting this all together in my mind. But let me try and explain my problem.

I hear you talking about we are going to have 11 aircraft carriers. We may take, go down to 10 temporarily when the *Enterprise* is moved out, but still 10 or 11. And aircraft carriers seem to work better when there are airplanes on them. It seems like that works that way. And we are talking about 44 airplanes per aircraft carrier. Now, a year ago we were looking at taking the F/A-18s and running them to, I believe it was 10,000 hours, to see if we could do that and stretch them a little longer before we retired them. And I think the information came back, no, you can't because you have got to stay at the 8,600 or something, which means, according to the numbers that I have seen we have got a potential or projected shortfall of about 240 some fighter aircraft on these aircraft carriers.

Now, you do the math and that comes out to more than five aircraft carriers. We are looking at almost 50 percent down on the number of fighter aircraft on aircraft carriers.

Now I am hearing this Quadrennial Review and everything, but I don't know if the Quadrennial Review is going to say we only

need five aircraft carriers. No one has suggested that particularly. It seems like we have got just a couple of choices. One, you have less aircraft carriers, or the other, you put a lot less airplanes on the aircraft carriers you have, to the point of almost two-to-one ratio. So I guess the question I am having is, and joint strike fighter may be a better aircraft, and if it is I will be the first one to say let's get the right product or the best product we can for our money.

On the other hand, the F/A-18s, you can get five-and-a-half of them for one joint strike fighter, and you can get them in a time period that you know, and we have the shortfall, which you can't make up with GSM from what I am seeing. So I guess my question is, please explain to me, why aren't we looking at a multi-year and at least supplementing some of that downside on the F/A-18s.

Admiral ROUGHEAD. Well, thank you, sir. And what we have done in the 2010 budget is we have put in above what we understand is the sustaining rate for the line of the 18. And in this budget we have 18 electric network frequency (ENF), the Growler, and then we also have a number of Es and Fs in there, 9 Es and Fs, which is above the sustaining line or sustaining rate for the line.

Mr. AKIN. There were originally 18 and you cut them back to 9?

Admiral ROUGHEAD. Yes, sir. And as the Secretary mentioned yesterday, in the Quadrennial Defense Review we are going to have a very thorough and thoughtful discussion of tac air. And then, as we do that, we will look to what are the best options to continue to provide the type of Naval tactical aviation that the Nation needs. And there are, there is potential in buying some extra life on our As through Ds, as you well know, sir, for at least part of that fleet. And then we are going to have to look at the entire tac air issue. I look forward to that. You are absolutely right. The 18 E and F is an extraordinary airplane. It is serving us well everywhere we operate it, and it is providing tremendous support to our troops on the ground in Afghanistan. Great airplane, but we, and I welcome the discussions that we are going to have in the Quadrennial Defense Review on tactical aviation.

Mr. AKIN. I think what I am hearing you say is yeah, there are not maybe that many alternatives, but we are going to basically be cracking that nut at that particular time in history. I mean, I don't understand there is much you can do other than either have less aircraft carriers or have less airplanes on the carriers or get the planes. I mean, it seems like there are not too many ways to wiggle.

Admiral ROUGHEAD. Yes, sir. Those are the discussions that I am sure the Quadrennial Defense Review will take us through.

Mr. AKIN. Right. Well I certainly appreciate your being patient with some of the slow learners here among us. Thank you very much. And I appreciate your good work. And General, I enjoyed our discussion the other day. Don't have any questions. I am all ready to get another ride in one of your high-speed boats over there. So thank you. Thank you Mr. Chairman.

Mr. TAYLOR. The Chair thanks the gentleman and would note that staff is not allowed to ask questions, but to the CNO, the gentleman to my immediate left is the former commanding officer of the SSBN 74, the USS *Louisiana*, who has asked that in the future

if the CNO could refer to his former force as something other than the invisible queens, if you could use another analogy for that force as something other than the invisible queens. I thought that Captain Ebbs made a good point, and I have relayed that message.

Admiral ROUGHEAD. Obviously, he is not a chess player, Mr. Chairman.

Mr. TAYLOR. Having said that, the Chair now recognizes the gentleman from Virginia, Mr. Nye.

Mr. NYE. Thank you very much, Mr. Chairman. And I want to thank all of you here today for your tremendous service to our country.

First of all, Admiral Roughead, you said very well today that it behooves us to minimize our ship retirements by fully funding our maintenance account. And I would just like to make sure I am up to speed on where we are in terms of our backlog on maintenance and repair. I am trying to keep up with the math. I have got us somewhere between \$425 and \$450 million on our backlog for maintenance and repair. Am I in the right vicinity there?

Admiral ROUGHEAD. Well, what I would say, Mr. Nye, is that as we go through this year, we have not cancelled any availabilities. There have been none that have been cancelled. We have held to that. And as you know, we make the most of our base budget and our supplemental money or contingency funding, but I have not cancelled any availabilities this year.

Mr. NYE. So where are we in terms of our requirements and what we have got in terms of our maintenance funds? Are you saying that we are up to date on those accounts?

Admiral ROUGHEAD. Where we are with regard to, at least for the Fiscal Year 2010 budget, we are funding that account to about 96 percent, which is consistent with where we have been in years past, and what it allows us to do is to accept some risk as we try to balance all of the competing demands that we have in the Navy. I am comfortable with where we are. But it is important that the supplemental and also our base budget reflect the request.

I would also say that as we try to make that balance and optimize those funds, losing money because of a peace time training offset, as we did last year, is not helpful in us being able to meet the requirements and meet the plans that we had in place, so your support in that would be greatly appreciated, sir.

Mr. NYE. Thank you. I think you made a great point about balancing a long list of demands and requirements that we have right now. Secretary Penn, you sent me a letter on April 24 where you mentioned that the Navy had decided to postpone a final decision on home-porting a nuclear carrier at Mayport until we have a chance to go through the QDR process this year and take a look at balancing these priorities, vis-à-vis our scarce defense dollars. And I appreciate your comments in that letter.

You mentioned also that DOD would be requesting and indeed has requested in the 2010 budget some \$75 million for dredging and dock upgrades at Mayport in case of an emergency for a location of a nuclear carrier there in Mayport under emergency circumstances. What I wanted to ask you is, have you considered, given the fact that besides Norfolk, for instance, commercial ports at Baltimore, Corpus Christi, Charleston, and some others that

have deep draft depths of between 47 and 50 feet might be appropriate for the use, not for a home port, but for in the case of an emergency, docking, a nuclear carrier. Have you guys looked at the notion of using a commercial port just in case of an emergency?

Secretary PENN. I think that in the case of emergency we would use whatever port available, but our choice would be to go to military, a Navy port just for the security and so forth.

Mr. NYE. Okay. So you have looked at the idea of potentially using a commercial port in case of an emergency?

Secretary PENN. In case of emergency.

Mr. NYE. Okay. Do you have a contingency plan in place for all of our ships for emergencies, for disasters, for where you would move them and put them? Is that something you have developed already?

Secretary PENN. I think the operational side would like to—

Admiral ROUGHEAD. What I believe we do not have—well, I know we don't have on the east coast of the United States—is a place where we can put a nuclear aircraft carrier and be able to conduct the type of support and maintenance that we would need in any other place other than Norfolk.

On the west coast, we have three ports, gives us great strategic flexibility, and that is why I made the recommendation to upgrade the carrier port of Mayport, which has been a carrier port since 1952, to accommodate a nuclear aircraft carrier and be able to take care of it there, should Norfolk be lost for any reason. I believe that that remains a good strategic option, and we will get into that further during the Quadrennial Defense Review as to the pros and cons of that.

Mr. NYE. I thank you.

I would be interested in seeing what a full plan looks like for all of our different types of ships and what we do in case of emergencies.

Admiral ROUGHEAD. Mr. Nye, we have options for our combatants and for our submarines on both coasts, and we can bring up to you what those options are. But on the east coast there is no other place to put an aircraft carrier other than Norfolk, Virginia.

Mr. NYE. Understood.

I see that my time has expired. Let me just close by saying that I look forward to continuing to have this very important discussion about the use of our scarce defense dollars and priorities over the course of the upcoming year. So thank you.

The CHAIRMAN. The gentleman, Mr. Hunter.

Mr. HUNTER. Thank you, Mr. Chairman.

Thank you, gentlemen, and I would like to address my question here to the Commandant of the stepchild of the Department of the Navy here.

Could you just fill me in—and you can have all of my time here. First question, do you know who is going to be in control of RC South for you? Who is going to be ground commander for the marines in RC South?

General CONWAY. Right now, it is being wrapped up, the senior command, by a general from the Netherlands. The Brits have the next rotation. So for the vast majority of this next calendar year it is going to be the Brits.

Mr. HUNTER. Who is going to be in charge of the marines there in RC South?

General CONWAY. Well, there is a Brigadier General, Larry Nicholson, who has already arrived in theater who is the expeditionary brigade commander.

Mr. HUNTER. Thank you.

Next question—and this is what you can have the rest of the time for. Are you satisfied that you are able to meet the challenges of the IED surge that is going to happen as we go in, as we surge? I, probably better than anybody else up here, know that we are going to take casualties because we are going to go out and we are going to fight. But, on the other hand, when it comes to IEDs, without the infrastructure we have in Iraq right now, are you happy? Are you satisfied that the counter-IED infrastructure that we have there right now is where you want it to be for this Marine surge to take place?

General CONWAY. Well, sir, it is never as good as we would like it to be, and you again of all people realize that they can build an IED that will be big enough to take out anything that we have got. Happily, right now we are not seeing that so much in Afghanistan. The level of sophistication, the size of the IEDs that we are seeing are not what we have witnessed in Iraq, but it is also on a progression, and it is getting more sophisticated. They are getting bigger. They are using the culverts and those types of things.

So the answer is, no, we are never satisfied until we have found a way to detect and defeat the device at range, and of course, agencies work to be able to do that. We work to attack the entire chain all the way from the person with the money to the bomb maker to the bomb layer to the person that detonates, with mixed success along that whole continuum, but we are never satisfied.

Mr. HUNTER. The Marine Corps doesn't have any organic counter-IED Intelligence, Surveillance, and Reconnaissance (ISR). It doesn't have a Predator that can actually strike. You have Pioneers, and you have some other International Security Organizations (ISOs). You don't have the task force—you don't have something like that. Are you satisfied that the other services are going to be able to cover for you as you go in?

General CONWAY. I think so. You are right. We have organic ISR but nothing that is armed that can strike, say, a half a dozen guys that are obviously laying an IED.

That said, General McKiernan has said—I suspect General McCrystal will continue the thought process—that the real fight is going to be in RC South. That is going to be his main effort. When that happens, you are allocated these other national assets, if you will, in large measure, and we do think that we will have plenty of those to be able to strike a target if we identify some nefarious activity.

Mr. HUNTER. You can't foresee any Army, Marine Corps, RC East, RC South, not turf war necessarily but kind of trying to gain assets back and forth between RC South and RC East, trying to determine who has the most need for them?

General CONWAY. Well, we think that that is going to be in the south, just based upon the fact that, again, things are relatively more stable in the east and up north. We do think, as you indicated

by your question, there is going to be a larger fight down south. So when that happens and you become the priority of effort, you get the priority of ISR support. So we are guardedly optimistic that those commanders are going to have those downlinks and be able to vector these aircraft where they need to go.

Mr. HUNTER. Are you going to be driving the upgraded seven-tons? Because the MRAPs aren't going to work on the road. That is what we went over earlier. The MRAPs aren't going to work, and we are not going to have the next-generation armored vehicle by the time you guys—we are talking about it now, but how we are going to fund it and what we are going to do? So are you satisfied in your ability to be armored and drive on the roads? I am just getting Iraq flashbacks pre-MRAP on this stuff where we were talking lots of casualties. We didn't have enough armor.

General CONWAY. Frankly, two things. We want to get off the road, okay, because that makes us predictable and that is how you get in trouble with IEDs.

Right now, the most popular vehicle in Iraq is the Light Tactical Vehicle Replacement (LTVR), the seven-ton, because it can get off-road. It has got the mobility and so forth.

As I started to indicate to Mr. Kline, we are putting that suspension on our smaller MRAPs with pretty good success, we believe, to date. So at some point, I think in the very near future, we may well have both, a heavy MRAP in the range of 35,000 pounds that can get off-road in ways that it never did in Iraq.

Mr. HUNTER. Thank you, General.

Thank you. I yield back the balance of my time.

The CHAIRMAN. I thank the gentleman.

Ms. Bordallo from Guam.

Ms. BORDALLO. Thank you, Mr. Chairman.

Secretary Penn, Admiral Roughead, and General Conway, I thank you all for your testimonies this morning.

And, Secretary Penn, I believe this may be one of your last hearings before this committee, so I want to go on record to thank you for your steadfast leadership and unwavering support of the military buildup on Guam, and I appreciated the opportunity to work closely with you and your staff over the last few years. I certainly wish you good luck in the future.

Secretary PENN. Thank you so much, ma'am.

Ms. BORDALLO. First, I would like to direct my question to General Conway.

Yesterday, we heard testimony from the Secretary of Defense, and he reaffirmed the United States Government's commitment to the military buildup on Guam. However, your recent comments to an Appropriations Committee hearing seem to indicate otherwise. So can you please clarify your position on the military buildup on Guam? Are you supportive of moving marines from Okinawa, Japan, to Guam?

Now, I understand, General, that there are concerns, and we will get to those in my second question, but my first question: Are you supportive of executing the Secretary of Defense's directive to make the buildup a success?

General CONWAY. Yes, ma'am. You weren't in the chamber earlier, but the chairman asked essentially that same question, and

my preamble was that the United States Marine Corps does support the move to Guam.

Ms. BORDALLO. Thank you. Now, I know there is a concern about training requirements in the Pacific region overall, but let me ask you this question. What comes first, the realignment or the training? And if you feel it is both, then why haven't you formally developed your training requirements requested in EIS or an amended MRIC?

General CONWAY. Ma'am, we have long since before developed our EIS requirements. We have grave considerations for our ability to train on Guam and in the adjacent islands and the ability to keep those marines ready to go in response to a national contingency. So the requirements, as Mr. Penn can validate, are well-known.

Ms. BORDALLO. Very good. Secretary?

Secretary PENN. Yes, ma'am. As you know, if we start another EIS, that is called segmenting, which means we have to go start over again, and we would lose the three years we have been working on this and probably push it out to five years. So we want to go ahead do the AIP EIS, and then we will go back and pick up the training EIS for the other islands.

Ms. BORDALLO. I further understand that there are concerns about—this is again for you, General. I understand there are concerns about the local infrastructure on Guam. Can you comment on, one, actionable and concrete steps that you have taken to address the local infrastructure concerns?

I have in my hand a letter from Secretary Penn expressing support for a U.S. Department of Agriculture (USDA) loan for the closure of the Ordot landfill. Now, can I expect a letter from you as well attesting to the need for these improvements on Guam in order to better fulfill the Marine Corps mission?

General CONWAY. Ma'am, we identified the requirements that our force will have on Guam. It is more a naval facilities concern to ensure that those requirements are met in some form or fashion, and, once again, we have identified those requirements for what we think is going to be the mix of both our bachelor marines and our families on the island. There are issues with land purchase, land lease, those types of things, training ranges, and those type of things, but it is all rolled up in the requirement documents.

Ms. BORDALLO. All right. And on the landfill?

General CONWAY. I am not familiar with that one, to be honest with you.

Ms. BORDALLO. Secretary, do you want to comment on that?

Secretary PENN. Yes, ma'am. As you know, we have gone so far as to meet with Environmental Protection Agency (EPA) Region 9 almost two years ago talking about the landfill, and you have my letter. We are working with all the interagencies trying to get their support on the infrastructure requirements of Guam.

Ms. BORDALLO. I am just expecting something, General, because it will be a joint use, the Ordot landfill, and so if at all possible we would like to have some kind of assurance.

General CONWAY. I will certainly check into it, ma'am, and see how it affects our presence on Guam, and if there is a requirement

there, it will be forwarded. But, again, to date, we have not identified that as an issue.

Ms. BORDALLO. Thank you.

Thank you very much, Mr. Chairman.

The CHAIRMAN. Mr. Coffman, please.

Mr. COFFMAN. Thank you, Mr. Chairman.

General Conway, I think we are in—to focus the main effort of where you are putting marines in in southern Afghanistan, if I think back to Iraq in 2005, they launched—in al Anbar Province they launched Operation Rivergate, which was to establish I think a battalion-sized blocking position just beneath the Haditha Dam, and then Operation Stillgate I think was in the Al Qaim area toward the Syrian border.

Prior to having that larger troop presence, marines I think were just doing operations along what they called the “rat line” every now and then, and then pushing—the insurgents kind of knew to just leave the area, and then when the marines were done with the operation they would come back and kill anybody who they suspected cooperated with the marines while they were present there. And so with that larger presence, instead of having just a company reinforced, having a battalion reinforced in both positions made a world of difference.

Are you concerned that—I mean, do you have the kind of concentration that is needed in this area in Kandahar Province to make a difference, or are you going to be spread too thin?

General CONWAY. Sir, I will go back to the requirements that General McKiernan has established for forces in the south, and, frankly, one of them goes back to the two-star headquarters that would relieve the Brits. That is scheduled at this point to be U.S. Headquarters, and he has a request for force out there that would accomplish that. Those, at least at this point, portend to be marines.

The other thing that is not yet satisfied is another regiment or brigade combat teams (BCTs) worth of troops that he would request at some point later on in 2010, and, at this point, the determination by the Secretary of Defense is to wait and see progress in the country before there is, say, the meeting of that Request for Forces (RFF) and the assignment of troops.

At this point, I believe that there is enough to make a difference. Whether there is enough to do what our campaign strategy would call for remains to be seen, and that will be based on enemy action.

I can tell you, based upon a recent visit there, there is about three places in our sector now that I think are going to constitute some fairly significant fighting. For whatever combination of reasons, the enemy has dug in in these three locations, at least the one instance we know to protect his drug money, but we are going to have to root them out of there if we are truly going to be the strongest tribe yet again and be able to say that we are creating stability and security for the population in the whole of the province.

Mr. COFFMAN. A central objective is certainly to destroy those poppy fields. Is there a robust enough plan enough to do that without unnecessarily alienating the farmers? Although I know some of

them are cooperating with the Taliban, but how do you bridge that?

General CONWAY. Sir, right now, there is not enough. They have the right design, the right concepts that work to be able to provide alternative crops, education to the farmers on how to grow those crops, infrastructure plans to get the product to market after harvest, and so forth. The problem that we see is the drug problem is that large. The solution set being put against it is like that on a comparative basis. So it needs much more scope to be able to overcome the size of the drug problem in Helmand.

Mr. COFFMAN. Are we creating a new class of enemy by virtue of having the objective—and I think the objective is a good one, because those are resources that are going to the Taliban in some form—but I mean without a robust plan to help those farmers, are we unnecessarily creating a new class of enemy?

General CONWAY. Sir, there is every possibility for that. If we go in and destroy a man's ability to feed his family based on what he has been doing now for a decade, we may turn him against us. That is the value of having this alternative means readily available to assist him in doing something now that is legal. So we are concerned about that, and the commanders are fully attuned to let's not create more enemy in the process here of poppy destruction.

Mr. COFFMAN. I wonder if the Secretary could comment on that.

Secretary PENN. Going on with what the General said, this is strictly about the hearts and minds of our enemy, and we are doing everything in our power to destroy the fields. We have to deprive al Qaeda (AQ), Taliban of their resources, and this is how we do it.

Mr. COFFMAN. Right, but I don't see a robust enough plan. I understand that objective, and I think that is a good objective and that needs to be done, but I don't see we are—there is a robust enough plan to do that where we are not creating a new class of enemy and we are not taking unnecessary casualties as a result of that.

Thank you, Mr. Chairman.

The CHAIRMAN. We have three votes: one 15-minute vote and two 5-minute votes. We have two members who have not asked questions, and we are going to try to squeeze them both in.

Mr. Sestak.

Mr. SESTAK. Thank you, Mr. Chairman.

Admiral, I wanted to ask you at this time two questions. Both of them have to do about the Navy's contribution to an asymmetric threat. The first is what I guess we used to call a rogue nation, Iran, and the ballistic missile threat it portends. In Secretary Gates' speech about how we were going to reform the military, embedded in it was a line that said we are going to have an Aegis upgrade by software for about—well—that many ships.

The President allegedly wrote a letter to the president of Russia, second data point, that said we would kind of consider giving up our missile site in Poland if you help us with the Iranians not to get a nuclear weapon.

When he spoke on proliferation in Prague, third data point, he talked about a missile defense system of Europe—not in Europe but of Europe—in a cost-effective way.

So my fourth point is, Institute for Defense Analyses (IDA) has said that a sunk—and I ask this in the sense of, as we allocate national treasure, we don't want to have a redundant capability out there, that is, if we don't have to—that three or four Aegis ships give an equivalent and even a broader but equivalent de minimis capability the same as the missile sites in Europe. It is a sunk cost. It needs some software upgrade, but it is there.

How do you look at that trade-off, that you can assume that responsibility not just for the defense of Europe but an equivalent capability, de minimis, that a land site in Poland would give? Is that the correct way to look at this shift that you desire between the DDG-1000 and the DDG-51?

Admiral ROUGHEAD. Yes, sir, and I would say that our ability to use our Aegis fleet—our existing Aegis fleet and at minimal cost upgrade them into very capable missile defense assets, not just for search and track but also to equip them with the interceptors that are required, is a good investment, and, in fact, this year's budget, the 2010 budget, has six more upgrades included in there.

Mr. SESTAK. How many Aegis ships now do you have?

Admiral ROUGHEAD. Right now, we have 18.

Mr. SESTAK. And how many Aegis ships that could be upgraded?

Admiral ROUGHEAD. We can upgrade all but the first few cruisers that we have.

Mr. SESTAK. I am sorry, Admiral, what is that number roughly?

Admiral ROUGHEAD. That number, if we wanted to do the whole fleet, would be around 70 ships, if we wanted to do the entire fleet.

Mr. SESTAK. So if this political-military tradeoff were to be done, in a sense, these are 70 or 80 ships already purchased, some de minimis upgrade, that you could move around off North Korea, Iran and give, according to IDA, the same capability as more sunk costs of missiles ashore; is that correct?

Admiral ROUGHEAD. Yes, sir. I believe the investments that we can make in Aegis ships give the Nation a very versatile and capable ballistic missile defense system, obviously optimized regionally, but also that can contribute to the broader intercontinental equation as well.

Mr. SESTAK. And potentially even help us move with a nation like Iran, if you can get a Russia that doesn't like the missile sites in Europe.

The second question has to do with another asymmetric set at the other end of the spectrum: piracy. This isn't your responsibility. This is Central Command's responsibility or African Command's responsibility of how many ships and all. But last week you had I think, according to the Web site, 105 ships forward deployed, four or so off the coast of Africa. We have convoyed ships north and south in the Persian Gulf. Fifty at a time go north—past north Somalia on the way north; 50 come the way south. The arguments that seem to come out is, boy, it is the size of Texas.

Admiral ROUGHEAD. Four times.

Mr. SESTAK. But the Atlantic Ocean, as we convoy it and protect it, it was a mission. What are the other 109 ships doing that they can be assisting us off that coast?

Admiral ROUGHEAD. Well, as you know, we maintain a healthy presence in the Arabian Gulf itself. Our ability to operate in the Western Pacific, Indian Ocean to assure and deter—

Mr. SESTAK. But what threat are they facing that they couldn't be moved over?

Admiral ROUGHEAD. I would say that it is not always the issue of countering a threat but the ability for the United States to be present, to be able to influence, and the impact and the assurance and deterrence that our fleet provides globally is significant and to walk away from other places of the world will—I believe has the potential to create problems. Our presence in the Southern Hemisphere, in the Western Pacific, in the South Pacific, indeed even in the areas around Africa, I believe is a powerful symbol of American interest and American capability and power that assures friends and deters those who wish us ill.

I would say that in the area off Somalia we have been very successful in bringing together a coalition, an international force, that adds to our capability there. Just last night, the Koreans and us stopped a hijacking and seized pirates. That in and of itself is also very valuable.

The CHAIRMAN. Mr. Wittman, there is about two-and-a-half minutes left on the vote. Do you think you can squeeze a quick question?

Mr. WITTMAN. Yes, sir. Thank you, Mr. Chairman. I will cut right to the chase.

Admiral Roughead, Secretary Penn, General Conway, thank you so much and thanks for your service to this Nation. I will cut right to the chase.

General Conway, I understand there are a number of challenges that the Marine Corps faces, one of them obviously being in the area of training. I understand there is a requirement for a venue to create the capacity for a marine expeditionary brigade level of training. Can you tell me a little bit about the Marine Corps' plan to meet that challenge to provide that capability and what that means as far as your operational capacity and readiness?

General CONWAY. Sir, we do see a need to be able to train a brigade-size unit at one time in one location with live fire, and we are examining, therefore, tracts of land at our largest military base in the States, the Twenty-Nine Palms to see what that entails.

There is a couple of different ways to skin that cat. One is with a land purchase. That is 450,000 acres plus. Another one might work if we go something closer to about 195,000 acres.

There is an issue of some civilian use of some of that land. There are environmental issues. All of this has expense associated with it. All these things are being looked at in studies right now to see if we can't both train and at the same time provide some level of joint use for our fellow Americans.

Mr. WITTMAN. Very good.

The CHAIRMAN. Mr. Wittman, we think we better go vote; and, gentlemen, thank you for your presence and your excellent testimony.

[Whereupon, at 1:49 p.m., the committee was adjourned.]

A P P E N D I X

MAY 14, 2009

PREPARED STATEMENTS SUBMITTED FOR THE RECORD

MAY 14, 2009

NOT FOR PUBLICATION UNTIL
RELEASED BY THE HOUSE
ARMED SERVICES COMMITTEE

**STATEMENT OF
HONORABLE BJ PENN
ACTING SECRETARY OF THE NAVY
BEFORE THE
HOUSE ARMED SERVICES COMMITTEE
ON
FY10 DEPARTMENT OF NAVY POSTURE
14 MAY 2009**

NOT FOR PUBLICATION
UNTIL RELEASED BY THE
HOUSE ARMED SERVICES COMMITTEE

Chairman Skelton, Congressman McHugh and Members of the Committee, it is an honor to appear before you today as the Acting Secretary of the Navy. On March 13th of this year, I assumed the reigns as the Acting Secretary of the Navy from Secretary Donald Winter. Since that time, I have had the distinct honor and privilege to serve over 800,000 men and women of the United States Navy and Marine Corps—active, reserve, and civilian and their families who stand with them and support them. I am proud to represent these outstanding men and women today and assure you that your Department of the Navy is in superb shape, ready to meet today's challenges.

Today, I am here to present the Department of the Navy's (DON) FY10 budget. This is a budget that represents a commitment to our Sailors and Marines as well as an investment by our Nation. For our Sailors and Marines, the FY10 budget provides the tools that they require to meet today's missions and prepare for tomorrow's challenges. The budget sustains our commitment to both the quality of life and quality of service for the total force. We continue to dedicate our resources to the programs that have proven to be successful in ensuring that we have the *right* person for the *right* job at the *right* time, positioned with the *right* education and the *right* skills. For our nation, this budget sustains a Department of the Navy which can provide worldwide presence, credible deterrence, power projection from platforms anywhere on the globe, and the ability to prevail at sea and ashore. The budget reflects a continuing commitment to our Maritime Strategy and the importance of working together with our global partners to maintain security on the high seas while using the power of the sea to unite, rather than divide. Any commitment to our nation's defense must also secure our military strength for the

future. The FY10 budget reflects our commitment to find ways to efficiently and cost effectively develop the resources necessary to prepare our nation for the unknown threats of the future.

OUR NAVY AND MARINE CORPS' CHALLENGE

For more than 230 years, our nation's global interests have been advanced and protected by a Navy and Marine Corps deployed to provide persistent and predictable engagement, deter aggression, promptly respond to crises, and, when needed, defeat our adversaries. As stated in our Maritime Strategy, the U.S. has a responsibility to protect our nation, allies and partners whose prosperity and interests are bound together by globally interconnected systems of trade, finance and information. This worldwide responsibility requires that our Navy be present and engaged globally. We cannot predict where or how a local conflict might evolve into a matter of regional or global significance – but forward deployed Naval Forces will continue to be key resources in the prevention of these conflicts. In this era of uncertainty, our nation's interests are best advanced by a global presence that creates influence and provides opportunity for peace and stability.

The nature of warfare continues to change; the threats we face today and in the foreseeable future span across the spectrum of conflict, from irregular warfare, to conventional conflicts, to so-called hybrid warfare. There is no clear cut division of "high" and "low." The "low-end" threats from loosely organized groups may have the same technology as the "high-end" adversaries. We see growing threats from the proliferation of ballistic missiles, anti-ship cruise missiles, and weapons of mass

destruction, plus submarines, mines, and piracy. These threats can come from state, non-state and transnational actors, and it is increasingly likely these threats will occur simultaneously by multiple actors.

These trends show that our nation must have global influence; influence that is achieved by a force that is persistently forward and engaged, where it can deter aggression and assure allies, quickly respond to conflict, rapidly provide aid and stability, and remain to promote security. To ensure security, we must engage on a global basis, and continue to maintain credible capability for uncertain times.

Our Maritime Strategy calls for more engagement to promote security and stability. Cooperative security operations are key to preventing and containing conflict, and operations such as humanitarian assistance and maritime security help prevent and mitigate the effects of conventional or irregular conflict. The Navy and Marine Corps contribute to cooperative security operations through forward presence and sustained, routine engagements with allies and partners. Forward deployed ships and aircraft can also promptly transition from cooperative security to engage in all forms of warfare, if necessary. Trust between nations is built over time by recurring and predictable engagement. It cannot simply be summoned to confront a crisis – “trust cannot be surged”. The Navy connects us to our partners on the neutral court of the sea, improving relations and building cooperation through long-standing, repetitive engagement.

Although the Navy and Marine Corps have always provided maritime security and humanitarian assistance, we are expanding and institutionalizing those contributions to ensure they will remain key drivers of training, force structure, and operations. These core capabilities turn our presence into credible presence. It is through our credible presence and engagement that we deter would-be aggressors to prevent conflict, promote security and stability, protect our nation and its partners, and when necessary, win our nation's wars.

Today our Marines and Sailors are deployed, providing the entire spectrum of action from combat operations in the mountains of Afghanistan to humanitarian assistance in Africa. The Navy has over 9,900 Individual Augmentees and over 6,600 reservists mobilized and deployed on the ground around the world in support of Overseas Contingency Operations. 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 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.

COMMITMENT TO THE TOTAL FORCE

Simply stated; the Department's people are a precious national treasure. Building on the Department's Human Capital Strategy, we remain determined to meet that most essential imperative: to equip and train a diverse force of the right people with the right skills to support and accomplish the Naval missions for today and to develop the Navy and Marine Corps leaders for tomorrow. As in prior years, the cost of manpower remains the single greatest investment of the FY 2010 budget. Recruiting and retention remain strong and the outlook for 2010 is positive. During these challenging economic times,

the commitment our nation has made to provide the quality of life our Marines and Sailors deserve has given them the confidence to focus on their demanding military duties, challenging overseas deployments and contingency operations knowing that their families are safe, secure and well cared for. A world class force deserves world class family support programs including decent housing, access to quality affordable child care, and community and health care services. Our nation's economy will recover, and as it does, it will compete for the talented workforce we have nurtured. Our FY10 budget request demonstrates our sustained commitment to our Navy and Marine Corps family by investing in the infrastructure, housing and family programs that make our Department an employer of choice. I ask you to support these programs that will enable us to attract, recruit and retain our best and brightest.

The needs of a nation at war demanded the addition of 27,000 Marines to the active component. We have had great success and will reach our authorized end strength of 202,100 Marines during this fiscal year — more than two 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.

Improving the deployment-to-dwell ratio for our Marine Corps operating forces will also reduce the 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 time of war. Our peacetime goal for active duty remains a 1:3 deployment-to-dwell ratio.

The FY10 budget supports our enduring commitment to Sailors, Marines and their families including a comprehensive “continuum of care” that addresses all aspects of individual medical, physical, psychological, and family readiness as well as “best in class” programs and policies to promote life-work integration.

The gratitude of a great nation is best demonstrated in the compassion and care it provides to those that serve and sacrifice. There is nothing more important than the care we provide to our wounded, injured and ill Marines and Sailors. Over the past year, the Navy and Marine Corps have expanded programs to provide both medical and non-medical support for all seriously wounded, ill, and injured Sailors, Marines and their families. The Department’s FY10 budget supports our continuing efforts to provide a lifetime of exceptional, individually tailored assistance to our wounded, ill, and injured, optimizing the success of their recovery, rehabilitation, and reintegration activities. I recently visited the new state of the art inpatient Traumatic Brain Injury (TBI) Unit at the National Naval Medical Center, Bethesda. This new clinic provides world class inpatient care for polytrauma patients with TBI. The compassionate, highly trained and qualified medical professionals that serve in this new clinic are instrumental in actively managing symptomatic patients of all services and thoroughly evaluate complex TBI cases to fashion an appropriate treatment plan and disposition that is best suited to facilitate the patient’s rehabilitation.

We are expanding the Operational Stress Control (OSC) program to develop a comprehensive approach to promote psychological resilience and sustain a culture of

psychological health among Marines, Sailors and their families. We mourn the tragic loss of even one to suicide and are unswerving in diligence to prevent suicide and support for those with Post Traumatic Stress Disorder (PTSD). A resilient warrior knows there is no shame in seeking help. We are committed to removing the social stigma of seeking help. We are taking a compassionate approach to substance abuse prevention, building healthy and financially secure families by reducing stress on individuals with training and education to nurture positive family relationships through physical wellness and family support programs. No segment of our Navy and Marine Corps family better embodies the commitment to service than our Reserve component. Called upon to leave their jobs, their communities, and their families to serve our nation, we are committed to providing the comprehensive care and support they and their families need. We will invest in their service by ensuring they maintain physical readiness, and we will provide them the training and equipment they need to succeed. Our covenant of support to them continues after they have demobilized and returned to their homes. We will continue to invest in reintegration programs and to monitor and support their post-deployment health and wellness. Our citizen Sailors and Marines deserve the best we can provide, and we must not let them down.

COMMITMENT TO OUR NATION

The challenges our nation faces in this highly inter-connected world are diverse and complex. The Navy and Marine Corps team must have the tools necessary to support a strategy that balances the enduring requirements for traditional naval capabilities with those needed to confront and influence the highly dynamic global security environment.

The FY10 budget provides the Department of the Navy with the capacity and capability to ensure that this strategy is supported by providing the means for persistent forward presence as well as the flexibility needed to ensure that our nation can address these challenges where ever needed on short notice.

The Navy's FY10 budget provides for robust development of programs. Specifically, the budget provides the funding for eight ships, 203 aircraft and the development of nearly 2,500 missiles and munitions. The budget sustains our commitment to our submarine force with the construction of the 12th Virginia Class submarine. In support of our aviation enterprise, this budget funds the first four carrier variant Joint Strike Fighters as well as nine F/A-18E/Fs. It additionally begins the first year of six Low Rate Initial Production (LRIP) P-8A Poseidon aircraft. In total, the budget provides for a deployable force of 287 ships, 11 aircraft carriers and 31 large amphibious ships. It includes balanced support for baseline deployed and non-deployed steaming days, the associated flight hours, and related ship and aircraft maintenance.

FINDING THE RIGHT BALANCE

The Department of the Navy budget submission reflects our view of the best balance between our most important resource, our people, and our need to maintain the current force while preparing for the future. As we all know, in an environment of finite resources we must maintain balance between our manpower, procurement, and operating accounts, as well as science and technology and military construction. As the administration undertakes a comprehensive review of the nation's National Security

Strategy and National Defense Strategy, we have invested prudently in the most important programs while deferring investment in some others. The outcome of these reviews, in conjunction with the Department of Defense's Quadrennial Defense Review, will inform our investment decisions in future years. To be clear, none of the decisions we have deferred this year impact our ability to address current or projected threats, now or in the near future. However, as we look to the far term, these reviews will help us develop an investment strategy that matches our national defense needs with the evolving geo-political environment.

A critical aspect of this balancing is ensuring that the Department of the Navy continues to pursue a performance based culture which actively develops process improvements and efficiencies. The Department is committed to the creation of process improvements which will clearly identify warfighter requirements and align our acquisition strategy with those requirements. Alignment, however, is not enough. The Department of the Navy is committed to pursuing acquisition reform and cost control measures in order to be responsible stewards of the taxpayer's resources and relieve the stress on our procurement accounts. We support the efforts of Congress to promote acquisition reform and look forward to implementing these measures to produce the best results for the taxpayers. In one of our most challenging areas, shipbuilding, the Department has already taken steps to promote the most cost effective use of resources. We have embarked on a path of promoting stability in the shipyards, reducing ship types and increasing reuse of ship design and components, maturing ship design prior to starting construction, and increasing competition and the use of fixed price type contracts. In

addition, over the past year, the Department implemented a revised acquisition and governance process to ensure the stakeholders from the resources, requirements and acquisition communities revisit each major acquisition program at defined intervals; addressing technical maturity, affordability and program health. In conjunction with recent initiatives to revitalize and grow our acquisition workforce, we believe these efforts will promote the procurement of affordable, high quality, highly capable systems to support our warfighters and protect our national interests far into the future.

In closing, I ask for your continued support as we balance the resources necessary to defend our great Nation. On behalf of our Sailors, Marines, civilian employees and their families -- thank you.

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RELEASED BY THE HOUSE
ARMED SERVICES COMMITTEE

**STATEMENT OF
ADMIRAL GARY ROUGHEAD
CHIEF OF NAVAL OPERATIONS
BEFORE THE
HOUSE ARMED SERVICES COMMITTEE
ON
FY10 DEPARTMENT OF NAVY POSTURE
14 MAY 2009**

NOT FOR PUBLICATION
UNTIL RELEASED BY THE
HOUSE ARMED SERVICES COMMITTEE

Navy FY 2010 Posture Statement

Chairman Skelton, Representative McHugh, 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 United States 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, ten new ships have joined our Fleet. Among them, is USS 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 USS 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, USS 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 FY 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 FY 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 FY2010 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-18 G aircraft utilize the same airframe as the F/A-18 F, 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 \$4.2B from FY 2009 to FY 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 FY 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 FY 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 USS 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 \$2.8B 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 FY 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 USS 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 FY 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 FY 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 FY 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 FY 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 FY 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. USS GREEN BAY (LPD 20) was commissioned in January 2009 and USS 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 FY 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 FY 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 FY10 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 FY 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 FY 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 USS 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 USS JOHN C. STENNIS. Our FY 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 FY 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 FY 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 FY 2010 budget requests research and development funds for the Ohio Class Replacement, to enable the start of construction of the first ship in FY 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 US and UK 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 twenty five 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.

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 five 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 FY 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 FY10 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 energy 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 FY10 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 FY 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 FY10 budget positions us to continue that success through FY10. 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 incentives 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 1800 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 FY 2007 to 1,788 in FY 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 FY 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, implemented 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 U.S.

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 US 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 FY 2010 budget and identified priorities. Thank you for your continued support and commitment to our Navy, and for all you do to make the United States Navy a force for good today and in the future.

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STATEMENT OF

GENERAL JAMES T. CONWAY
COMMANDANT OF THE MARINE CORPS

BEFORE

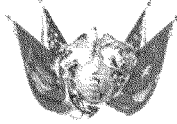
THE HOUSE ARMED SERVICES COMMITTEE

ON

THE POSTURE OF THE UNITED STATES MARINE CORPS

14 MAY 2009

Not public until
Released by the HASC



General James T. Conway
Commandant of the Marine Corps



General Conway was born in Walnut Ridge, Arkansas and is a graduate of Southeast Missouri State University. He was commissioned in 1970 as an infantry officer. His company grade assignments included multiple platoon and company commander billets with both the 1st and 2nd Marine Divisions; Executive Officer of the Marine Detachment aboard the USS *Kitty Hawk* (CVA-63); series and company commander at the Marine Corps Recruit Depot in San Diego; aide to the Commanding General, and Director, Sea School.

As a field grade officer, he commanded two companies of officer students and taught tactics at The Basic School; he also served as operations officer for the 31st Marine Amphibious Unit to include contingency operations off Beirut, Lebanon; and as Senior Aide to the Chairman, Joint Chiefs of Staff. Promoted to Lieutenant Colonel, he was reassigned to the 2d Marine Division as Division G-3 Operations Officer.

He commanded Battalion Landing Team 3/2 during Operations DESERT SHIELD and DESERT STORM. Selected for colonel, he served as the Ground Colonels' Monitor, and as Commanding Officer of The Basic School. His general officer duties included Deputy Director of Operations, J-34, Combating Terrorism, Joint Staff, Washington, D.C.; and President, Marine Corps University at Quantico, Virginia. After promotion to Major General, he assumed command of the 1st Marine Division. In November 2002, Major General Conway was promoted to Lieutenant General and assumed command of the I Marine Expeditionary Force. During 2003-2004, he commanded I Marine Expeditionary Force through two combat tours in Iraq. In late 2004, he was reassigned as the Director of Operations, J-3, Joint Staff, in Washington, D.C.

General Conway graduated with honors from The Basic School, the U.S. Army Infantry Officers' Advanced Course, the Marine Corps Command and Staff College and the Air War College.

Introduction

Chairman Skelton, Congressman McHugh, 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 Marines during Fiscal Year 2009 — more than two 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 two 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 seven-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 noncommissioned 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 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 repositioning 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 thirteen, leased Maritime Prepositioning Ships will be returned to Military Sealift Command by July 2009. In their place, we are integrating three of Military Sealift Command's nineteen 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 seven 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 Patuxent 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 six 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 commanders 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 four and a half 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 current 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 Marine 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 shipbuilding 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 additional 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 offload 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 outreach 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 three 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 eight 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 noncommissioned 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 fifty 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 semiannual 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 lightening-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.

**WITNESS RESPONSES TO QUESTIONS ASKED DURING
THE HEARING**

MAY 14, 2009

RESPONSES TO QUESTIONS SUBMITTED BY MR. SKELTON

Admiral ROUGHEAD. The lowest number of ships we have had in the last 10 years is 279 in 2007.

The Navy baseline budget does not include allowances for unplanned, extensive repair work such as that required for USS *HARTFORD* and USS *PORT ROYAL*. This would be true in either a mission funded or Navy working capital fund environment. When unforeseen incidents occur that require extraordinary shipyard repair efforts, manpower resources are realigned to the highest priority work and if required, previously scheduled work is deferred. The Navy goes to great lengths to schedule the emergent work to minimize impacts to shipyard efficiency and overtime. [See page 11.]

Admiral ROUGHEAD. We will retire seven ships in FY 2009:

- USS *KITTY HAWK* (CV63)
- USS *TARAWA* (LHA 1)
- USS *JUNEAU* (LPD 10)
- USS *NASHVILLE* (LPD 13)
- USNS *CONCORD* (T-AFS 5)
- USNS *SATURN* (T-AFS 10)
- USNS *HAYES* (T-AG 195) [See page 11.]

Admiral ROUGHEAD. In the current Systems Development and Demonstration (SDD) phase of the JSF program, 19 aircraft will be built, 13 flight test articles and six static test articles. To date nine aircraft have been completed. Of the nine aircraft, three flight test articles are currently flying, three flight test articles are in the run station preparing for first flights, and three static test articles are testing in the labs. The remaining aircraft will be delivered through the remainder of this year and the first half of calendar year 2010 to begin flight and lab testing. The 19 SDD aircraft consist of multiple variants: seven short take-off and vertical landing variants for the Marine Corps, six conventional take-off variants for the Air Force, five carrier variants for the Navy, and one non-production, representative conventional take-off variant. [See page 12.]

RESPONSE TO QUESTION SUBMITTED BY MR. FORBES

Admiral ROUGHEAD. The FY 2009 Shipbuilding Plan, submitted with the President's 2009 Budget, is the Navy's current long-range shipbuilding plan. The FY 2009 plan provides a detailed program for the construction of combatant and support vessels for the Navy over the next 30 fiscal years and represents currently estimated levels of required annual funding and related procurement strategies.

Title 10 USC 231 requires the Secretary of Defense to submit an Annual Long Range Plan for the Construction of Naval Vessels, the shipbuilding plan must reflect the U.S. National Security Strategy or the most recent Quadrennial Defense Review (QDR). The 2009 QDR and concurrent Nuclear Posture Review are underway now and due for submission with the FY 2011 budget. These efforts will likely have a substantive impact on the Navy's force structure requirements; therefore, the Navy and the Office of the Secretary of Defense decided to defer the FY 2010 shipbuilding plan and submit a revised plan concurrent with the President's FY 2011 budget. The FY 2010 President's Budget fully funds the construction of naval vessels requested for FY 2010. [See page 19.]

QUESTIONS SUBMITTED BY MEMBERS POST HEARING

MAY 14, 2009

QUESTION SUBMITTED BY MR. SMITH

Mr. SMITH. The EP-3E ARIES II is the Navy's only land-based signals intelligence (SIGINT) reconnaissance aircraft. As you know, the Navy's fleet of EP-3 aircraft has been heavily engaged in support of operations in Bosnia, Korea, Iraq, and Afghanistan, and the planes are wearing out. I understand that the Navy has been reviewing options to replace the EP-3 fleet. With that in mind, what is the Navy's plan, including any acquisition timeline, for replacing these critical assets?

Secretary PENN. EP-3 transition plan is scheduled to start in 2019 and end in 2024. Special Structural Inspection-Kits (SSI-K) will be added to scheduled sustainment efforts and are planned for all 16 EP-3E aircraft. These sustainment efforts ensure 12 primary mission aircraft inventory (PMAI) through EP-X IOC (2021). EP-3 aircraft mission systems are being upgraded to a Multi-Intelligence configuration, which started in 2007.

The Navy is committed to the EP-X program to recapitalize the EP-3 ISR&T (Targeting) capability, which will incorporate Multi-Intelligence, data fusion and cue-to-kill targeting capabilities.

EP-X is a pre-Milestone (MS) A program that is awaiting a Material Development Decision (MDD), anticipated to occur in October 2009. The Under Secretary of Defense for Acquisition, Technology, and Logistics (USD, AT&L) on 18 Dec 2008 approved guidance for the conduct of an EP-X Analysis of Alternatives (AoA). The AoA results will guide development of a recommended material solution, acquisition strategy, and cost estimate leading to MS A. The AoA is scheduled to complete in the 3rd quarter FY 2010. Funding for the Technology Development and Engineering and Manufacturing Development phases of the program will be provided in POM-12. The Navy's anticipated EP-X timeline includes:

- MS A in FY 2011
- MS B in FY 2015
- MS C in FY 2019
- Initial Operational Capability in FY 2021
- Full Operational Capability in FY 2023

QUESTION SUBMITTED BY MS. SHEA-PORTER

Ms. SHEA-PORTER. In the last several years, submarine accidents have led the Portsmouth Naval Shipyard to have to do unplanned and extensive repair work. Due to mission funding, the Shipyard is not allocated any extra funds to deal with such unanticipated repairs, and must take both workers and funds away from planned work. This impacts Shipyard efficiency, strains a limited budget, and can cause additional overtime. Given that unforeseen incidents will continue to occur, what plans does the Navy have to provide funds and manpower to the Shipyard to allow it to do this emergency repair work without reducing Shipyard efficiency and its budget for scheduled work?

Admiral ROUGHEAD. The Navy baseline budget does not include allowances for unplanned, extensive repair work such as that required for USS *HARTFORD* and USS *PORT ROYAL*. This would be true in either a mission funded or Navy working capital fund environment. When unforeseen incidents occur that require extraordinary shipyard repair efforts, manpower resources are realigned to the highest priority work and if required, previously scheduled work is deferred. The Navy goes to great lengths to schedule the emergent work to minimize impacts to shipyard efficiency and overtime.

QUESTIONS SUBMITTED BY MR. LOEBSACK

Mr. LOEBSACK. Can you please elaborate on how the FY 10 budget assures that the Marines that are deploying to Afghanistan as part of the current ramp-up have the necessary equipment and facilities they need when they arrive there?

General CONWAY. The Marine Corps' FY 10 budget continues to provide the necessary support to Marines deployed in Operation Iraqi Freedom and Operation Enduring Freedom. The budget provides continued support for training Marines in conventional and irregular warfare and provides the necessary equipment and facilities needed to conduct operations in Afghanistan.

Training: The FY 10 budget continues support of advanced training programs such as Enhanced Mojave Viper which is designed to serve as the culminating mission rehearsal exercise (MRX) for all units that attend. The critical element of the EMV is that attending units are able to horizontally integrate with other elements of the Marine Air Ground Task Force (MAGTF). While the driving factor behind the development of EMV was Afghanistan, it also serves as a significant step forward in core competency training, as it reestablishes combined-arms tactical integration of the elements of the MAGTF.

Equipment: The Marine Corps will continue to rotate our forces in Afghanistan and fall in on equipment sets maintained in theater. Our force deployment and equipping strategy is no different in Iraq, and will be even more appropriate in Afghanistan. The 2d MEB's equipment set has been globally sourced from four different sources; 55% from new procurement, 27% from equipment already forward deployed in the Central Command Area of Responsibility, 14% from home station units, and 4% from in-stores at Marine Corps Logistics Command. The 2d MEB equipment set was built off of lessons learned in OIF/OEF based on counterinsurgency, and security and stability operations. It is heavy in armored motor transport and command and control type equipment, but light on the more traditional "high end" items such as tanks, amphibious assault vehicles, and artillery normally associated with Phase III (combat operations) type equipment set.

Facilities: While the Army and Air Force provide the necessary facilities needed to support ground operations in Afghanistan, the Marine Corps' FY 10 baseline request continues to support new construction and replacement of existing facilities for the Marine Corps' increase in end strength. The requested funding will provide permanent barracks, mess facilities, operations centers, training ranges, Bachelor Enlisted Quarters (BEQs), and other supporting facilities on existing Marine Corps installations.

Mr. LOEBSACK. What is the Marine Corps' long-term plan for MRAP vehicles? a. Will MRAPs become an official program of record and be moved out of the war funding budget? b. What is the Marine Corps' requirement for MRAP All-Terrain Vehicles?

General CONWAY. a. Yes, MRAPs will become an official program of record and moved out of the war funding budget.

The Marine Corps' enduring requirement for MRAP vehicles was presented to and approved by the senior leadership of the Marine Corps during July 2009. The approved course of action proposed that all MRAPs presently allocated to the Marine Corps and determined to be in an appropriate operational condition, will be retained and designated for one of three purposes:

- A small portion, 745 vehicles, will be maintained in the operating forces.
- An additional number of the remaining MRAPs, 733 vehicles, will be placed in prepositioned short-term storage (accessible within 30 days worldwide). This would potentially place MRAP vehicles on Maritime Prepositioning Shipping, War Reserve, Albany, GA, Depot Maintenance Float Allowance and Norway.
- The remaining MRAP vehicles, 1,024 vehicles, will be placed in long-term storage (accessible within 90 days worldwide) at existing Marine Corps Depot locations, most likely Barstow, CA based on cost and climate.

Location of 25 MRAP Ambulance variants will be determined by operational requirements.

b. The Marine Corps and U.S. Army have also embarked on developing a MRAP All-Terrain Vehicle (MATV) which will be a more maneuverable off-road vehicle for use in Afghanistan and incorporates MRAP-like level protection. A six-month selection effort was just completed and the first order for vehicles was placed on contract with Oshkosh Corporation, Oshkosh, WI on 30 June 2009. The Marine Corps' current M-ATV requirement is approximately 1,565 vehicles.

Mr. LOEBSACK. Can you please detail the Marine Corps's efforts to reduce the weight of body armor systems? What are your thoughts about establishing a task force similar to the MRAP Task Force and Intelligence, Surveillance and Reconnaissance (ISR) Task Force to accelerate these efforts?

General CONWAY. The Marine Corps is actively pursuing efforts to reduce body armor weight. Several recent load reduction efforts have positively affected the individual Marine operating in Afghanistan today. While the Marine Corps would be

eager to collaborate in any effort to accelerate weight reduction, we believe the establishment of a task force is unnecessary. A significant reduction in the weight of body armor plates requires a technology breakthrough.

Current Efforts

As part of our response to an urgent need from Marines operating in Afghanistan, Marine Corps Systems Command (MARCORSYSCOM) conducted the rapid acquisition of Scalable Plate Carriers (SPC). The SPC uses the same soft body armor and hard armor plates used in the Modular Tactical Vests (MTV), while reducing the area of coverage to improve mobility and reducing the load by approximately 8–10 lbs. The SPC illustrates a successful weight reduction in body armor provided to Marines in less than 90 days of the urgent request through the use of current products and technologies. MARCORSYSCOM developed the SPC as a complementary body armor product to the MTV. Today, Marines are issued both SPCs and MTVs prior to deploying to Afghanistan.

Concurrently, on 10 July 09, the Marine Corps published MARADMIN 415/09 which describes the Marine Corps Armor Protection Level (APL) concept. APL encourages a risk-based approach by enabling the Commander on the ground to choose options for the wear of vests and plate carrier body armor components alike.

Current Coordination and Collaboration to the Future

With the Science & Technology community, the Marine Corps is exploring various new technologies and integration concepts to reduce the weight of body armor systems in an effort to increase mobility and survivability. Marine Corps Research and Development funding efforts are designed to yield material solutions that can reduce the weight and volume of equipment being used today while also increasing performance. Inclusive in these studies are projects being sponsored under the Department of Defense's Small Business Innovative Research (SBIR) program, as well as Marine Corps funded projects through the Naval Research Labs (NRL), and the Office of Naval Research (ONR).

In addition, we are collaborating with our industry partners, academia, sister Services, and other Departments and Agencies. Several forums facilitate Army-Marine Corps cooperation, including the Joint Clothing and Textiles Governance Board, the Army-Marine Corps Board, and the Cross-Service Warfighter Equipment Board. The Marine Corps and Navy are also collaborating more closely than ever. The Naval Logistics Integration initiative (NLI) will ensure that the Navy is able to take advantage of technological developments on the part of the Marines, while having their own requirements fulfilled.

