18th NDIA Expeditionary Operations Conference
31 October 2013

CAPT Erik Ross, USN
Expeditionary Warfare Division (N95)
Branch Head, Amphibious Warfare Branch
OPNAV N953

Overall Brief is: UNCLASSIFIED
N95 Expeditionary Warfare Overview

- Drawing down after more than a decade operating in Iraq and Afghanistan
- Emerging threats continue to place expeditionary forces in high demand
- The ability to project force from the sea has become increasingly important
- Refining and developing our expeditionary capability is a priority

ALL IN A FISCALLY PRESSURIZED ENVIRONMENT
The Challenge:
Future Amphibious Capability at Affordable Cost
Overview

• Fiscal constraints will continue to impact amphibious forces

• Must examine creative ways to leverage increasingly scarce platforms

• Important to work closely with industry early and often

• Need for increased platform commonality, affordability, interoperability, flexibility
L-Class Ships

Current

LHA-1 TARAWA Class
LHD-1 WASP Class
LPD-4 AUSTIN Class
LPD-17 SAN ANTONIO Class
LSD-41 WHIDBEY ISLAND Class
LSD-49 HARPERS FERRY Class

Recapitalization

LHA 6 AMERICA Class
LHA (R) Flight 1

Capability Driven
Supports Larger USMC Footprint
Supports Modern USMC Aviation Platforms
Improved Command & Control
Improved Self-Defense
Increased Survivability

AV-8B Harrier
MV-22 Osprey
F-35B Lightning

LX (R)
Mobile Landing Platform (MLP)

**Current Practices**

- Vehicle transfer ashore
- Transfer of equipment and supplies at sea in non-anchorage depths
- Delivery to shore through restricted access environments
- Selectively off-loadable, tailorable force packages, persistent sustainment

**Recapitalization**

- MLP Core Capability Set (CCS)
- Enhanced MPF – Employing forces from Over The Horizon
- Transfer of equipment via JHSV
- Delivery to shore through restricted access environments

**Current Recapitalization**

- AFSB will provide a maritime base of operations for MCM and SOF missions
- Will include four core components: 1) aviation, 2) boat/sled ops, 3) berthing/functional spaces, and 4) command and control (C2)
- Dedicated assets to apply across ROMO

**FLEXIBILITY THAT PERMITS INFLUENCING EVENTS ASHORE OR AT SEA, PARTICULARLY WHEN DENIED ACCESS OR A FOOTPRINT ASHORE**
Ship to Shore Mobility
Recapitalization of primary surface ship to shore connectors

LCAC (SLEP)

Ship to Shore Connector (SSC) replaces LCAC to retain high speed over the shore assault capability.

LCU-1610 Class

- Surface Connector (X) Replacement (SC(X)R) recapitalizes rugged, persistent, economical, high capacity utility landing craft.

SSC

SC(X)R
F-35B Integration

Current

IOC FY15

Recapitalization

LHA 6 AMERICA Class

LHA (R) Flight 1

Fifth Generation
Super Cruise
Stealth
Advanced Weapons Suite
ISR Capabilities

Way Ahead
Cornerstone / EE Alts
ALIS
C4ISR
CANES / SSDS MK2
Heavy UNREP
LINK 16
USN Integration
USMC Requirements
Summary

• We cannot lose focus on modernization in this period of fiscal austerity
• There is increased demand for commonality and multi-functional platforms
• Industry needs to be part of the process
• Important to find the right balance of capability and affordability