Strategic Environment

Drawing down after more than a decade operating in Iraq & Afghanistan
Emerging threats continue to place expeditionary forces in high demand
Ability to project force from the sea has become increasingly important

Refining & developing expeditionary capability is a priority in a fiscally pressurized environment
Global Implications

- Nations recognize the increased value of using the sea to influence and control events ashore
- They seek capabilities more flexible than the application of fires alone
- Modernizing states recognize the versatility of amphibious forces for a range of missions
- Governments seek to exert sovereignty over islands and in littoral spaces
- Global investments in modern/larger types (LHDs & LPDs) give capability for extended ranges/out of area ops

Amphibious-capable nations
- Australia
- Netherlands
- Spain
- China
- South Korea
- Israel
- UK
- France
- Italy
- Russia
- India

Amphibious-developing nations
- Indonesia
- Turkey
- Mexico
- South Africa
- Philippines
- Kenya
- Pakistan
- Taiwan
- Brazil
- UAE
- Chile
- Japan
- NZ
- Iran

Investment in amphibious capabilities reflects perception of emerging security challenges
Navy and Marine Corps Team Challenges

• Force Structure and Distribution
  – Pacific Rebalance and ‘New Normal’
  – Readiness and Wholeness vs. Forward Presence
  – Operational Employment of Alternative Platforms

• Aging Fleet / Limited Inventory
  – Ship building timelines
  – Challenge / cost to maintain legacy ships
  – Removing barriers to improving readiness
  – Must stabilize maintenance & modernization availabilities

• Budget Pressure
  – BCA Impact / achieving required ship count
  – Modernization, figuring out what is ‘good enough’
  – Must achieve better maintenance / modernization planning & execution

Increased demand to meet ‘Rebalance to the Pacific’ and ‘New Normal’ requirements vs. projected fiscal environment
Amphibious Ship Inventory

Current Amphibious Inventory

FDNF Sasebo
LHD-6 BONHOMME RICHARD
LHD-42 GERMANTOWN
LHA-5 PELELIU (filling gap)
LSD-48 ASHLAND

San Diego, CA
LHA-6 AMERICA
LHD-2 ESSEX
LHD-4 BOXER
LHD-8 MAKin ISLAND
LPH-18 NEW ORLEANS
LPH-20 GREEN BAY
LPH-22 SAN DIEGO
LPH-23 ANCHORAGE
LPH-25 SOMERSET
LSD-45 COMSTOCK
LSD-47 RUSHMORE
LSD-49 HARPERS FERRY
LSD-52 PEARL HARBOR

Norfolk, VA
LHD-1 WASP
LHD-3 KEARSARGE
LHD-5 BATAAN
LPH-17 SAN ANTONIO
LPH-19 MESA VERDE
LPH-24 ARLINGTON
LSD-41 WHIDBEY ISLAND
LSD-44 GUNSTON HALL
LSD-46 TORTUGA
LSD-50 CARTER HALL
LSD-51 OAK HILL

Mayport, FL
LSD-43 FORT MCHENRY
LPH-21 NEW YORK
LHD-7 IWO JIMA

31 TOTAL TODAY (Nov 2014)

8 x LHD-1
1 x LHA-1
1 x LHA-6
9 x LPD-17
8 x LSD-41
4 x LSD-49

- 38 amphibious ships needed to meet 2.0 MEB AE requirements
- 33 ships is the limit of acceptable risk to meet 38 ship requirement
- 30 ships must be operationally available

DELIVERY
LPD-26 in 2016
LPD-27 in 2017
LHA-7 in 2018

DECOMMISSIONING
LHA-5 in 2015

Attain amphibious capability at an affordable cost
Maintain Shipbuilding Plan: Recapitalization of the Amphibious Fleet

Current Recapitalization

- LHA 1 TARAWA Class
- AV-8B Harrier
- LHD-1 WASP Class
- LPD-4 AUSTIN Class
- LPD-17 SAN ANTONIO Class
- LSD-41 WHIDBEY ISLAND Class
- LSD-49 HARPERS FERRY Class
- AV-8B Harrier

Recapitalization:

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

LHA 6 AMERICA Class

LX (R)
LHA-6 AMERICA Class

LHA-6 recapitalizes the WASP class hull, upgrading to hybrid electric drive and an enhanced aviation capability.

Troops: 1687*
Vehicles: 10,328 ft²*
Cargo: 160,000 ft³*
Aircraft: 30 or 20-23 F-35B*
LCAC: 0 / 2 (8 only)
LCU: 0 / 1 (8 only)

*Quantities shown for 6/7

Flight 0
LHA 6 & 7: Enhanced Aviation, but no Well Deck

Flight 1
LHA 8: Reincorporates Well Deck (2 LCAC) but retains reduced Island to retain enhanced aviation capability of LHA 6/7

Delivery
- AMERICA (LHA 6) APR 2014
- TRIPOLI (LHA 7) 2018
- LHA 8 2024
- LHA 9 2028
- LHA 10 2032
LPD 17  San Antonio Class

Functionally replaces four amphibious ship classes (LPD-4, LSD-36, LKA-113, & LST-1179)

- Greater Mission Capability & enhanced C2
- Improved Quality of Life
- 9 of 11 Ships Delivered
- LPD-26 Delivers 2016
- LPD-27 Delivers 2017

Mission Flexibility/Lift
- LCAC
- VTOL
- AAV

Survivability
- Strobe Ejection System
- HCMC Shaping Cockpit
- Collective Pedestrian System
- Fine Fixation

Quality of Life
- Medical: 2 Med / 2 Dental O.R.s

Ship Characteristics
- Displacement: 24,900 lt
- Draft: 23.0 ft
- Speed: 24 kts
- Crew: 371 Sailors/3 Marines
- Length: 684 ft
- Troop Lift: 699 Marines (800 Surge)
- Beam: 105 ft
LX(R) Program Profile = 11 ships

- Recapitalizes the LSD ESL capability gap
- Analysis of Alternatives Complete
- Variants considered in the AoA included:
  - Baseline LSD 41/49 Equivalent
  - Tailored Specifications Designs
    - (“Hybrid” Milspec/Commercial)
  - LPD 17 & Modified LPD 17
  - Foreign Designs

- Affordability Initiatives Underway
  - Industry Involvement
  - Innovative Government Furnished Equipment Initiatives
  - Combat Systems and C4I System & Sub-System affordability
  - Prioritization and validation of Requirements
  - CONOPS development

- Deliver first LX(R) in FY 26
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)
- JHSV
- T-AKE
- MLP
- LMSR
- Enhanced MPF – Employing forces from Over The Horizon

- MLP AFSB Supports AMCM and SOF Ops
- MLP AFSB

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
Leveraging Alternative Platforms...CNO Direction

- Container, Roll-on/Roll-Off Ship (T-AK)
- Large, Medium, Roll-on/Roll-off Ship (LMSR)
- Dry cargo/ammunition ship (T-AKE)
- Mobile Landing Platform (MLP)
- Joint High Speed Vessel (JHSV)
- MLP Afloat Forward Staging Base (AFSB)

Relieve pressure on Amphibs...Augment, not replace
Connectors: The core enabler of mobility and sea based sustainment across the spectrum from humanitarian assistance and disaster relief to major combat operations.
Ship to Shore Mobility

**LCAC (SLEP)**
- 60 tons at 35 kts
- Designed to carry M-60 tank
- Narrower performance envelope

**LCU-1610 Class**
- 125 tons / 1200 NM at 8 kts
- 2200 sq ft payload cargo

**Ship to Shore Connector (SSC)** replaces LCAC to retain high speed over the shore assault capability.
- Increased payload, temperature and sea state parameters (74 tons; 100 F; high SS 3)
- 72 craft procurement ~$ 4.1B through 2027
- Under contract for detail design with options for the first 9 craft

**Surface Connector (X) Replacement (SC(X)R)** recapitalizes rugged, persistent, economical, high capacity utility landing craft.
- ICD Approved; Analysis of Alternatives complete
- 170 tons / 1200 NM at 8 kts
- 32 craft procurement beginning 2018

**Recapitalization of primary surface ship to shore connectors**
Sustaining LCAC / Accelerating SSC: Two sides of the inventory service life gap

**LCAC SLEP: Complete 72 FY15-18**
- Extends LCAC within service life until SSC FOC
- Provides 10 additional years of service
- 14 Craft FY15-18

**LCAC Post-SLEP Sustainment:**
- Addresses craft beyond 30 years
- Adds 5-7 years of service
- Replaces obsolescent C2/Navigation, corrosion control and Hull, Mechanical and Electrical (HM&E) refurbishment
- 14 Post-SLEP FY15-19

**Accelerate SSC**
- Increase acquisition FY2020 & beyond
- Closes gap earlier
- Increases number of newer more reliable craft in inventory sooner

**(SC(X)R)**
- Recapitalizes a rugged, persistent, economical, high capacity utility landing craft
- Modified repeat LCU design with limited dimension changes
Opportunities for Industry

- Identify cost reduction initiatives
- Promote solutions that strike an effective balance between affordability & warfighting requirements
- Address increased demand for commonality and multi-function platforms
- Plan & implement maintenance solutions that promote extended service life

OPNAV, SYSCOMS, and Industry must work together to strike the right balance of capability & affordability
Questions?

Expeditionary Warfare Division (N95)
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Amphibious Warfare Branch Head (OPNAV N953)