LPD 17 Flight II

CAPT Brian Metcalf
LPD Program Manager
PEO Ships / PMS 317

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LPD 17 Class Overview

• LPD 17 Program Profile (26 ships)
  ▪ Eleven ships delivered and commissioned
  ▪ Ten ships transferred to In-Service; 21 completed deployments
  ▪ LPD 17 Technical Foundation Paper Rev A issued in FY 17 improved
    the class requirement identification and resourcing
  ▪ One ship in Post Delivery; two ships under construction

• LPD 27
  ▪ 13 November 2018 PSA Start
  ▪ July 2019 PSA Concludes (Laser Install)
  ▪ July 2019 OWLD

• LPD 28
  ▪ ~ 30% percent complete
  ▪ 2QFY2020 Launch
  ▪ 4QFY2021 Delivery

• LPD 29
  ▪ 3QFY2019 Lay Keel
  ▪ ~ 3% percent complete
  ▪ 5 November 2018 Integrated Baseline Review

• LPD 30
  ▪ 2 August 2018 Awarded Long Lead Material Contract
  ▪ 9 August 2018 Detail Design & Construction Proposals Received
Evolving to Flight II

**LPD FLIGHT I**

**MISSION CONTINUITY**
- Medical, Boat Deck, Well Deck, Flight Deck, CONOPS
- Hull Form, Propulsion
- Training, Lesson Sharing, LPD Mid-life

**CAPABILITY EVOLUTION**
Implement in Three Steps: LPD 28 → LPD 30
- Improve Capability, Reduce Maintenance, Reduce Cost
- CANES, Mast Design, SSC, Li-Ion, Improved Boat Handling, Improved Aviation Support & 53K, EASR, HES-C AC, SEWIP, RAM Blk II, Increase Fuel Efficiency, Improved Electrical Distribution

**ONE PROGRAM**
Twenty Six Ships, Two Flights

Distribution Statement A – Approved for public release. Distribution is unlimited
Amphibious Readiness Group (ARG) Evolution

Enable Operational Maneuver from the Sea

Improved:
- Capacity for Larger / Heavier Aircraft / Vehicles
- Self Defense
- Survivability
- C4I
- Flexibility (Split ARG)
- Quality of Life

Enable Ship-to-Objective Maneuver

Distribution Statement A – Approved for public release. Distribution is unlimited
Solid State Laser – Technology Maturation (SSL-TM) Layout
Lower Wing Ballast Tank

Inner Bottom

Main Propulsion Diesel Engine Foundations

Ballast Tank and VCHT Room #1
Innovative and New Design Features

- Enterprise Air Search Radar (EASR)
- High Temperature Semi-conductive (HTS) Degaussing System
  - Reduced Loops/BPAUs from approx. 40 to 24
- High Efficiency Super Capacity (HES-C) AC Plants
  - 350 Tons from a 200 Ton footprint
- Propellant Extinguishing Agent Technology (PEAT)
  - Replaces HFP fire suppression
- Electric Vice Hydraulic HM&E Systems
  - Anchor Windless, Stern Gate, and Side Port Doors/Crane
- Flexible Infrastructure for Electronic Spaces
- Modular ACs (MACs) and Modular Refer Units (MRUs)
- Integrated Self-Service Laundry
- Tankless Water Heaters
- Modular Decon Stations
- Improved USMC Weapons Stowage
Best Practice: LPD 17 Strike Team

• The LPD 17 Strike Team is an integrated team co-led by PMS 317 and SEA21 (Modernization and Maintenance) that collects, solves, and implements class issues.
  ▪ Membership includes PEO Ships, SEA21, SEA05, ISEA, TYCOMs, SURFMEPP, NSWCs, CNRMC, and all in-service Ship’s Force and Port Engineers
  ▪ Has technically resolved 156 of 182 total issues including:
    • USMC Troop Rifle Stowage and Armories – New stowage lockers and arrangement redesign
    • Obsolescence replacements or redesign
    • Class Wide reliability issue (Knuckle boom Crane/Rescue Boat Davit)

• Integrated into NAVSEA’s action items for Comprehensive Review following 2017 ship incidents.

• Coordinating with SEA21 on LPD 17 Class Mid-Life Planning

• Issues are incorporated in line for new construction and back-fitted into Fleet assets.
Questions?