

# Coast Guard Releases New Arctic Strategic Outlook

ARLINGTON, Virginia – The U.S. Coast Guard has updated its Arctic strategic outlook for the first time since it published its strategy for the region in 2013 as it focuses more attention on an area of increasing interest regarding national defense, commercial shipping and natural resources exploration.

Released in an April 22 announcement, the new strategic outlook noted that as “the Arctic region continues to open, and strategic competition drives more actors to look to the Arctic for economic and geopolitical advantages, the demand for Coast Guard leadership and presence will continue to grow.

“Since the release of the Coast Guard Arctic Strategy in 2013, the resurgence of nation-state competition has coincided with dramatic changes in the physical environment of the Arctic, which has elevated the region’s prominence as a strategically competitive space,” the document said. “The United States is an Arctic nation, and the U.S. Coast Guard has served as the lead federal agency for homeland security, safety and environmental stewardship in the Arctic region for more than 150 years.”

The shrinking and thinning of the Arctic Ocean ice pack in recent years has tempted Arctic nations – and some non-Arctic nations such as China – to expand their presence in the region and to build ships capable of navigating through the ice. The U.S. Coast Guard this year was funded by Congress to build a new class of icebreakers called polar security cutters. The service does not have any ports on the Arctic Ocean and has only one ship, USCGC Healy, that routinely operates in the Arctic.

“As the nation’s primary maritime presence in the Polar Regions, the Coast Guard advances national interests through a unique blend of polar operational capability, regulatory authority and international leadership across the full spectrum of maritime governance,” the announcement said. “The Coast Guard will continue to work with our allies and partners on the mutual goal of ensuring a safe, secure, and cooperative Arctic, even as our aspiring near-peer competitors maneuver for strategic advantage in the area.”

“The Arctic Strategic Outlook reaffirms the Coast Guard’s commitment to American leadership in the region through partnership, unity of effort and continuous innovation,” said Coast Guard Commandant Adm. Karl L. Schultz. “We understand the significant investment required to secure the Arctic, and we appreciate and embrace the trust the American people have placed in the U.S. Coast Guard. We will remain vigilant in protecting our national interests in the Polar Regions.”

The outlook is organized along three lines of effort, listed below:

- Enhance capability to operate effectively in a dynamic arctic – The Coast Guard has ample authorities and a robust network of strong and resilient partnerships, but there are critical gaps in capability and capacity that must be filled in order to uphold American sovereignty and deliver mission excellence.
- Strengthen the rules-based order – The Coast Guard will lead institutions and cooperate with partners to promote rule of law and prevent malign influence in the Arctic.
- Innovate and adapt to promote resilience and prosperity – The sea service will collaborate with partners and stakeholders to develop innovative ways to deliver mission-critical services – including search and rescue, incident management, law enforcement and marine safety – to the region.

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# VCNO Moran: Surface Warriors Need Better Simulators, More Training from COs



WASHINGTON – The U.S. Navy’s surface warriors need more and better simulators to hone their skills, the vice chief of naval operations said April 16, also noting that crews would benefit from more attention from their commanding officers.

“Commanding officers need more time to train their crews,” VCNO Adm. Bill Moran said, speaking at an event of the U.S. Naval Institute and the Center for Strategic and International Studies, a Washington think tank, and sponsored by Huntington Ingalls Industries.

“More freeplay,” Moran said.

Moran, the nominee to become the next and 32nd chief of naval operations, was responding to a question about the results of the Navy’s investigations and reviews of the 2017 collision of the destroyers USS Fitzgerald and USS John S. McCain.

The Navy has adopted 111 recommendations, Moran said, and has been implementing them at a pace such that would not “crush the fleet.” The recommendations are being implemented in three tiers of priority: safety, effectiveness and excellence – moving from a culture of just meeting the standards to exceeding the standards.

Moran, a P-3 pilot, said the Navy needed to “build better simulators,” noting his concern that the quality of the simulators used in the surface warfare community “were well

below what I am used to in the aviation community.”

“We [also] don’t have the capacity I think the fleet needs,” he said.

He cited the littoral combat ship community for the good quality of its training simulators and said that “we should have that for every ship class in the Navy.”

“That, to me, will make the biggest difference over time,” he said.

The Navy is building two new structures to house ship simulators in the fleet concentrations of Norfolk, Virginia, and San Diego. The Navy has had in place the NSST (navigation, seamanship and shiphandling trainer) for more than a decade.

Moran stressed that even with excellent simulation, Sailors need “some seawater under your legs.” He praised the measures taken by the Navy’s commander of surface forces, Vice Adm. Rich Brown, to restructure the career path of junior surface warfare officers to give them more time at sea earlier in their careers.

He said that COs can give more time to training their crews by getting maintenance and schedules under control. The Navy has reduced the number of required inspections – knocking out some 60, he said – to free up crews for developing warfighting skills.

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## **VCNO Moran: Strike Fighter**

# Readiness Highs and Lows Getting Higher

WASHINGTON – The Navy’s vice chief of naval operations said that readiness of the strike fighter community is improving and is approaching the 80% goal set by former Defense Secretary James Mattis.

“The highs are getting higher and the lows are getting higher,” said VCNO Adm. Bill Moran, speaking of the daily readiness statistics that come in from the fleet.

Moran was answering questions April 16 at an event of the U.S. Naval Institute and the Center for Strategic and International Studies, a Washington think tank, and sponsored by Huntington Ingalls Industries.

Moran, a P-3 pilot and now nominee for chief of naval operations, said that less than two years ago, the readiness of the F/A-18 strike fighter was less than 50% mission capable.

The running 10-day average last week was 76%, he said.

Moran said the Navy had “accepted normalization of deviancy” in a time of budget turbulence and that “naval aviation had fallen into that trap.”

He said the Navy recruited the expertise of the commercial aviation industry to look at its processes and metrics and implemented changes that helped to turn the situation around. He also said the lessons also were being applied to surface ship maintenance.

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# Burke Nominated to Be Vice CNO



ARLINGTON, Virginia – The chief of naval personnel (CNP) has been nominated by President Donald J. Trump for promotion to admiral and to become the next vice chief of naval operations (VCNO), Acting Defense Secretary Patrick M. Shanahan announced in an April 11 release.

If confirmed, Vice Adm. Robert P. Burke, deputy chief of naval operations for manpower, personnel, training and education, would follow his CNP predecessor, Adm. Bill Moran, as VCNO. Moran was nominated to serve as CNO.

Burke is a nuclear submariner who has served onboard USS Von Steuben (SSBN-632), USS Maryland (SSBN-738) and USS Bremerton (SSN-698), according to his official biography.

“He commanded USS Hampton (SSN-767) and later became commodore of Submarine Development Squadron 12. Burke was recognized by the United States Submarine League with the Jack Darby Award for Leadership in 2004 and the Vice Admiral James Bond Stockdale Award for Inspirational Leadership in 2005.

“His staff assignments include tours as an instructor and director for the Electrical Engineering Division at Naval Nuclear Power School, junior board member on the Pacific Fleet Nuclear Propulsion Examining Board, submarine officer community manager/nuclear officer program manager; senior Tactical Readiness Evaluation Team member at Commander, Submarine Force, U.S. Atlantic Fleet; the deputy director for Operations, Strategy and Policy Directorate (J5) at United States Joint Forces Command; the division director, Submarine/Nuclear Power Distribution (PERS-42); and director, Joint and Fleet Operations, N3/N5, U.S. Fleet Forces Command,”

according to the biography.

Burke's assignments as a flag officer include deputy commander, U.S. 6th Fleet; director of operations (N3), U.S. Naval Forces Europe-Africa; commander, Submarine Group 8; and director, Military Personnel Plans and Policy (OPNAV N13). He assumed duties as the Navy's 58th chief of naval personnel on May 27, 2016, serving "concurrently as the deputy chief of naval operations (manpower, personnel, training and education) (N1), responsible for the planning and programming of all manpower, personnel, training and education resources for the U.S. Navy."

Burke, from Portage, Michigan, holds bachelor's and master's degrees in electrical engineering from Western Michigan University and the University of Central Florida, respectively.

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## **Moran Becomes First Naval Aviator to Be Nominated for CNO in Two Decades**



WASHINGTON (May 31, 2016) A file photo of Admiral Bill Moran. He was confirmed by the Senate as the 39th Vice Chief of Naval Operations (VCNO). Moran was promoted to the rank of admiral by Chief of Naval Operations, Adm. John Richardson, prior to the change of office. (U.S. Navy photo/Released)

ARLINGTON, Virginia – Acting Secretary of Defense Patrick M. Shanahan announced April 11 that President Trump has nominated Vice Chief of Naval Operations Adm. Bill Moran as the 32nd chief of naval operations.

If confirmed by the Senate, Moran would be the first naval aviator to become the Navy's top officer since Adm. Jay L. Johnson was confirmed in 1996. Johnson served as CNO from 1996 until 2000. In the years since, there have been three surface warfare officers and then two submariners to serve as CNO, according to a release from the Navy.

Moran, a native of Newburg, New York, also would be the first CNO since Adm. Thomas H. Moorer, who served from 1967 to 1970, to have been a patrol plane pilot. Moorer flew PBY Catalina aircraft during World War II. Moran is a P-3 Orion pilot.

Moran served in Patrol Squadron 44 (VP-44) in Brunswick, Maine, and twice as an instructor pilot in VP-30 in Jacksonville, Florida. He commanded VP-46 and later Patrol Reconnaissance Wing Two in Hawaii. He also served on the staff of commander, Carrier Group 6 aboard USS Forrestal (CVA-59).

"As a flag officer, he has served as commander, Patrol and Reconnaissance Group; director, Air Warfare (N98) on the staff of the Chief of Naval Operations; and most recently as the 57th chief of naval personnel," according to his official biography. "Ashore, he served as executive assistant to the chief of naval operations; executive assistant to Commander, U.S. Pacific Command; deputy director, Navy staff; and assistant Washington placement officer and assistant flag officer detailee in the Bureau of Naval Personnel.

Current CNO Adm. John M. Richardson said he is "thrilled with this announcement. Adm. Bill Moran is an amazing leader and good friend," according to the Navy release. "He has been central to the Navy adopting a fighting stance in this Great Power Competition. As I turn over and go ashore, I will rest easy knowing that, pending confirmation, Adm. Moran has the watch."

Moran graduated with a bachelor's degree from the U.S. Naval Academy in 1981 and a master's from the National War College

in 2006.

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# Navy Orders 24 E-2D Aircraft in Multiyear Contract to Northrop Grumman



ARLINGTON, Va. – Naval Air Systems Command has awarded a \$3.2 billion multiyear procurement (MYP) contract to Northrop Grumman Systems Corp. for 24 E-2D Advanced Hawkeye (AHE) carrier-based early warning aircraft.

The April 10 Defense Department contract announcement “provides for the procurement of 24 full-rate production Lots 7-11 E-2D AHE aircraft.”

The new deal is the second MYP contract awarded to Northrop Grumman, the command said in a release. The Navy awarded the first in 2014 for production of 25 E-2D AHE aircraft, and Congress later increased the number to 26 aircraft.

“This is a critical element in providing the next generation of world-class command-and-control aircraft to the fleet,” Capt. Keith Hash, E-2/C-2 Airborne Tactical Data Systems Program Office (PMA-231) program manager, said in the release.

“The use of the MYP contract allows a substantial savings over the use of single-year contracts and helps us fulfill our mission to increase U.S. naval power at sea by providing our fleet the information they need to accurately plan and win the fight today and tomorrow,” he said.

The savings for MYP II are projected to be \$410.6 million, or

11 percent, over the five years of the contract, the release said. "The first MYP contract saved \$586.6 million, a 13.9% savings compared to the cost of five single-year procurement contracts," according to the release.

The E-2D is replacing the E-2C in the Navy's nine fleet carrier airborne early warning squadrons, each of which is being equipped with five aircraft, an increase of one aircraft over the four E-2Cs that equip each the squadrons yet to make the transition. The fleet E-2 aircraft are based at Naval Station Norfolk, Virginia, Naval Air Station Point Mugu, California, and Marine Corps Air Station Iwakuni, Japan.

The Navy has a requirement for 75 E-2Ds. The service plans to purchase 24 in fiscal years 2020 through 2023. The Japanese Air Self-Defense Force also has ordered several E-2Ds.

The contract work is expected to be completed by August 2026.

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## **Navy Concerned About Retention of Experienced Aviators**



WASHINGTON – The Navy's air warfare director told Congress that some of the service's experienced aviators are "ready" to leave the service, citing fewer flying opportunities and quality-of-life issues.

Rear Adm. Scott D. Conn, testifying April 10 before the Seapower subcommittee of the Senate Armed Services Committee, cited a Government Accountability Office report that said that

Navy pilot shortage was 9% overall and 26% in first-tour aviators.

Conn said some of the shortages were tied to the grounding of T-45 jet trainers when the Navy was investigating oxygen system problems.

"We're going to have to extend people in assignments or rotate people or, as squadrons are in the maintenance or basic phase [of training], maybe we don't push those people to them," Conn said.

"Some of the authorities you have given us, in terms of bonuses, the department head bonus, and the increase of rates, has had some impact across most types/models/series [of aircraft communities]," he said. "We have seen no impact in the [strike-fighter] community."

Responding to a question about aviator accession from Sen. Angus King (I-Maine), Conn said the Navy was "bringing in our goal."

Retention is a concern, Conn noted.

"We're seeing a lot of experienced [aviators] – some of our best – deciding to go to other things," he said. "We're in a competition for talent. The airlines are continuing to hire. Some of these folks are going to grad school. Some are starting their own businesses. The economy is doing well."

He added: "It is a challenge that we have particularly at the more senior levels."

The Navy has every departing pilot complete a survey. Conn said that three factors are the most influential in aviator departures: First, "not doing what they signed up for – they're not flying enough, which means we need to get our readiness where it needs to be to get them in the air. Two: some quality-of-life issues, more so in our nonfleet

concentration areas, [Naval Air Station] Lemoore being one of them. Three is the pay gap.”

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## **Navy Air Warfare Director: Strike Fighter Shortage Easing, Readiness Improving**



WASHINGTON – The Navy and Marine Corps’ strike fighter inventory shortfall is easing even as the Navy slows its aircraft procurement to pay some bills to improve readiness, the Navy’s director of air warfare told Congress.

Rear Adm. Scott D. Conn, testifying April 10 before the Seapower subcommittee of the Senate Armed Services Committee, responded to a question from Sen. Maize Hirono (D-Hawaii) as to why the Navy’s planned strike fighter procurement over the fiscal 2020 five-year Future Years Defense Plan (FYDP) was 289, compared with 308 planned in the 2019 FYDP.

“Quite frankly, some of the reduction in aircraft [was] to pay bills,” Conn said, including getting “wholeness in some weapon systems.”

“F-35 C2D2 [Continuous Capability Development and Delivery strategy] Block 4 came with a bill that we had to pay,” he said, regarding the next phase of F-35 development.

“In terms of strike fighter inventory management, our lowest point based on PB20 [President’s Budget 2020] is about a 51-aircraft deficit in [fiscal 2020],” he said. “That decreases to single digits by FY24. That is [being accomplished] through

the F/A-18 procurement in PB20, the F-35C procurement in PB20 and also the service-life modernization effort, taking those Block II [Super] Hornets, making them Block III, getting them to 10,000 hours.”

Conn said the Navy finally is in a position “of buying and producing more aircraft than we are burning up every year in terms of flight hours. That’s going to allow us to get out of older airplanes, provide best-of-breed opportunities for the Marine Corps, to enable us to start to strike some of our old airplanes, [such as] Block Is that will never be Block IIIs. It provides enormous opportunity in this budget request.”

Conn also credited a sustainment system introduced in January in bringing the “‘best of industry’ to look at the various functions we do to maintain our aircraft – at the depot level, at the squadron level, how we do engineering, how we do supply – and we’ve seen some pretty good results from targeted focus in [Naval Air Station] Lemoore, California, and FRC [Fleet Readiness Center] Southwest [in Naval Station North Island, California].

He said the Navy has been able to reduce planned maintenance intervals for Super Hornets from 120 days to 60 days.

“And the quality of product is better,” he said. “It’s getting on the flight schedule in a week, let alone weeks or months. We’ve been able to reduce our turnaround time 40% for some of our highest degrader list [items]: generators, interrogators and displays in cockpits. We’ve been able to drive down backlogs in servo cylinders that were keeping our aircraft down. We had a backlog of 60 of those parts in January. We got it down to zero in March. All that is allowing us to improve the mission-capable rate.”

Conn noted that in January the Navy had about 257 mission-capable Super Hornets. “Last week, we had a high – a snapshot in time – of 304. 80% would be 320 of the roughly 400 [primary

mission aircraft inventory].”

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# **Army Gen. Milley Formally Nominated to Be Next Chairman of the Joint Chiefs**

ARLINGTON, Virginia – President Trump has formally nominated two generals to serve as the next chairman and vice chairman of the Joint Chiefs of Staff.

In an April 9 announcement, Acting Defense Secretary Patrick M. Shanahan said that Army Gen. Mark A. Milley had been nominated for “appointment to the rank of general and assignment as chairman of the Joint Chiefs of Staff.”

Shanahan also said that Air Force Gen. John E. Hyten had been nominated for appointment to the rank of general and assignment as Joint Chiefs vice chairman.

Milley serves as the Army chief of staff. Hyten is commander of U.S. Strategic Command. If confirmed by the Senate, they would replace Marine Corps Gen. Joseph F. Dunford Jr. and Air Force Gen. Paul J. Selva as chairman and vice chairman, respectively.

Shanahan announced two other nominations:

Trump has nominated Marine Corps Lt. Gen. Eric M. Smith for appointment to the rank of lieutenant general and assignment as deputy commandant for Combat Development and Integration, Headquarters, U.S. Marine Corps, and commanding general, Marine Corps Combat Development Command. Smith serves as the commanding general, III Marine Expeditionary Force, and

commander of U.S. Marine Corps Forces Japan, Okinawa. He would succeed Lt. Gen. David H. Berger, whose nomination to be the next commandant of the Marine Corps was announced March 27.

Air Force Maj. Gen. Eric T. Fick was nominated for appointment to the rank of lieutenant general and assignment as director, Joint Strike Fighter Program, Office of the Secretary of Defense. Fick serves as deputy director of the office. He would succeed Navy Vice Adm. Mathias W. Winter.

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## **Coast Guard Commandant: Some Cases of 'Sanctuary' Localities Inhibiting Cooperation**

WASHINGTON – The Coast Guard's top officer told Congress that there have been some cases of "sanctuary" localities failing to cooperate on a law-enforcement case, but that such events are "anomalous."

Coast Guard Commandant Adm. Karl L. Schultz testified April 9 before a joint hearing on Capitol Hill of the Transportation and Maritime Security subcommittee of the House Committee on Homeland Security.

"I have been told that some of the sanctuary state and city programs are actually inhibiting cooperation between local governments and the Coast Guard," Rep. Debbie Lesko (R-Arizona), the ranking member, said, addressing Schultz. "Have you heard any of that and can you explain it?"

“The Coast Guard absolutely exists on partnerships,” Schultz replied. “We’re the lead law-enforcement agency in the maritime domain and we work with state and local folks.

“There have been some examples in Southern California,” Schulz said. “I would say they’re anomalous, not day to day. Day to day, we continue to work well, but I’ve talked to field commanders in recent visits who tell me we don’t have 100% predictability that a local sheriff or a local police marine unit is going to launch on a case to the degree that we had yesteryear. But we’re working across those things It’s not something that I think is a big inhibitor to our mission, but I have heard some of those stories.”