

NAVAL AVIATION COMMUNICATION PLAYBOOK

Talking Points 2024



PREPARED AND PRESENTED BY
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NAS NORTH ISLAND, CORONADO CA



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LETTER TO NAVAL AVIATION

Naval Aviation Team,

This communication playbook is designed to align our messaging with the Navy and joint forces. What we do is critical to our nation.

To ensure sea control, we must provide the air superiority required. This will ensure the rules-based international order and our ability to preserve peace, respond in crises, and win decisively in combat.

We will continue to refine our enterprise and remain the world's dominant naval aviation force.

We must reduce mishaps year by year and treat our sailors well, while remaining committed to excellence and focused on high-end warfighting.

Everything that is not directly enhancing warfighting and warfighters should be eliminated.

We must make every team member's experience as good as possible by pursuing excellence in all we do while balancing our sailors' and civilians' lives.

Investing in their training and growth is key to our success. We must track all efforts to January 2027 as we prepare to win. We serve, we excel, and we make a difference. I value each member of our team and ask all to transparently communicate truths while working as a team and trusting each other.

VADM Dan "Undra" Cheever
Air Boss #10

MISSION: DELIVER COMBAT-READY NAVAL AIR FORCES THAT WIN



AIR BOSS #10

GUIDING PRINCIPLES

Mission: Deliver Combat-Ready Naval Air Forces that win.

Vision: Agile, all-domain, learning Naval Aviation force that enables Sea Control and Joint Warfighting.

Priorities: Warfighting, Warfighters, and Foundation per CNO; Safe, Ready to Fight, Shipshape, Teamwork, Morale, and Family per CPF; Naval Aviation Culture of Excellence and fair treatment of our Sailors.

Return on Investment of Naval Aviation

- Get Real Get Better matches Naval Aviation **Culture**.
- **Sovereign** territory of Aircraft Carriers.
- Flexible, sustainable, maneuverable, survivable & **Indispensable** Aircraft Carrier Strike Group for sea control.
- Crisis Response.
- Fundamental to **Integrated Deterrence** – interoperability and assurance to our allies & partners.
- Joint **integration** experts (C2/Fires/LOG/Info) – High-end fight focused.
 - C2, Fires, Logistics, Information, Movement, Maneuver, Protection and Sustainment
- A key enabler in **key mission areas** (Air, Anti-Submarine Warfare, Surface Warfare, Information Warfare).
- Required CVN / Naval Aviation Forces as challenges to sea / air accelerate from other **maritime nations**.
- **Learning** organization, we challenge assumptions with data to drive measurable outcomes.
- Knowing our business allows reinvestment into Naval Aviation Enterprise priorities.
- **WORLD CLASS AIRCRAFT CARRIER** capacity and hardening + current and future capabilities.

Prioritized Focus Areas

- Warfighting: **LVC** live (aircraft), virtual (simulators connected with live), constructive (computer generated) to train to the highest end threat and **WIN**.
- Warfighters: **Professional Treatment & Training of our team** from Street to Fleet to maximize talent. Truth telling and tactical excellence expected in all areas. Leaders are Balanced (demanding and helpful), humble and approachable creative problem solvers. Talent, passion and personality are prized.
- Foundation: **Quality of service & life** for all. Common sense decisions to get the most of our resources. **Safe operations are effective operations**.

Timelines (All Domain Warfighting)

- **Force Employment:** 0-3 years. Maximize lethality - 4th/5th gen mix + weapons/systems, MCAR/FMCAR, manned/unmanned teaming (MQ-4 and MQ-25) and maintenance excellence.
- **Force Development:** 2-7 years. Key enablers, > LVC + JSE training, MUM-T systems, EW, HWS, AI.
- **Force Design:** 5-15 years. Implement tech for > lethality/survivability of future threats, flexible 4th/5th/6th gen to beat threat + direct energy + quantum/AI + Cyber + HWS.

SAFETY

The north star for safety across the Naval Aviation Enterprise (NAE) is to reduce mishaps by 50% year over year by learning from Class C/D mishaps to prevent A/B mishaps. By leveraging root cause analysis, promoting transparency and fostering a culture of continuous learning, we can effectively prevent both loss of life and loss of platform.

We are:

- Blaming less and learning more.
- Determining whether root cause was personal or systemic.
- Understanding why we make mistakes or take risk.
- Fixing systemic problems using Get Real Get Better (GRGB) principles.
- Applying Operational Risk Management to minimize probability of mishaps.
- Executing safe operations which are effective operations.
- **Delivering combat-ready Naval Air Forces that WIN.**

THE INDISPENSABLE CARRIER STRIKE GROUP

- The Carrier Strike Group (CSG) defines Navy power and projection, to deter conflict and strike decisively when called upon. Reliable for decades and modernized for many years to come, the CSG presents a complicated target for the enemy.
- The combined capability of the nuclear-powered NIMITZ and FORD class aircraft carriers with their embarked Carrier Air Wings (CVW) is unmatched by any other nation's navy.
- The CSG is an agile, all-domain Naval Aviation force that remains key to the Navy's integrated capability across the spectrum of operations.
- The Navy, enabled by Naval Aviation, provides credible capability for deterrence, sea control, preservation of peace, response in crisis and power projection to win decisively in combat.
- When coupled with expeditionary forces (P8-A, EA-18G, MH-60R/S and MQ-4C) USMC, joint forces, allies and partners, the CSG is a formidable and key part of distributed maritime operations.



The striking power of the Carrier Strike Group, via the Carrier Air Wing, is immense and ensures sea control.

Survivability: When combined with the joint force, the CSG's mobility and defensive capability provides survivable options to the joint commander.

Lethality: CVWs conduct airstrikes, provide ground force support, perform reconnaissance missions and engage in electronic warfare across sea, land and air domains imposing a strategic cost on adversaries at the time and place of our choosing.

Flexibility: CVNs are survivable, agile and resilient airfields in today's complex security environment. Nuclear-powered CVNs are capable of high-speed transits over great distances to conduct operations anywhere in the world that matters without replenishment.

Deterrence: The CSG sends a powerful deterrence message to those who threaten U.S. interests, to compel them to say, "Today is not the day."

C2 - Battle Management: Led by a 1-Star commander, the CSG operates under a unified command structure with seamless real-time communications enabling synchronized actions and the flexibility to adapt and respond in dynamic situations.

Value Proposition: CVNs come at a price, but the extension of sovereign U.S. territory around the globe is priceless.



CVN ACROSS THE SPECTRUM OF OPERATIONS

USS Gerald R. Ford (CVN 78) | Carrier Air Wing (CVW) 8

MAY 2023 - JAN 2024

- CVN 78 completed an eight-month deployment, a historic milestone for the first of the Navy's newest, largest and most advanced FORD-class carriers.
- The GRFCSG presence following the onset of the Israel-Hamas conflict bolstered the U.S. deterrence posture in the region, prevented the conflict from expanding to third-party actors and demonstrated U.S. commitment to regional security.
- CVW-8 flew more than 10,396 sorties, accumulated more than 17,826 flight hours and completed 8,730 aircraft launches and recoveries using FORD's electromagnetic launch and advanced arresting gear systems.

USS Dwight D. Eisenhower (CVN 69) | Carrier Air Wing (CVW) 3

OCT 2023 - JUL 2024

- Began deployment Oct. 4, 2023, CVN 69 remained underway for four consecutive months of combat operations. Together with destroyers CARNEY, MASON, LABOON and GRAVELY, the IKECSG downed over 200 UAVs, as well as cruise missiles and for the first time in history, anti-ship ballistic missiles.
- The U.S.-led Operation Prosperity Guardian, a defensive coalition of more than 20 nations, provides international maritime security in the Red Sea and Gulf of Aden.

USS Carl Vinson (CVN 70) | Carrier Air Wing (CVW) 2

OCT 2023 - FEB 2024

- In the Indo-Pacific, the CVN 70 deployment underwrote security and stability of the region and enhanced interoperability with our allies and partners.
- Deployment to the Indo-Pacific consisted of 133 days underway, 10 underway replenishments, 13,000 flight hours and more than 6,000 sorties.

USS Theodore Roosevelt (CVN 71) | Carrier Air Wing (CVW) 11

JAN 2024 - PRESENT

- Conducted multi-large deck event with VINCSG and Japan Maritime Self-Defense Force (JMSDF) Hyuga-class helicopter destroyer JS Ise (DDH 182).
- Conducted tri-lateral maritime exercise with JMSDF and Republic of Korea Navy.

USS George Washington (CVN 73) | Carrier Air Wing (CVW) 5

APR 2024 - PRESENT

- Southern Seas 2024 marked the 10th CVN mission to U.S. 4th Fleet since 2007, fostered goodwill and strengthened maritime partnerships.
- Scheduled to return to U.S. 7th Fleet to replace CVN 76 as the forward-deployed Naval Forces-Japan (FDNF) aircraft carrier, including embarked CVW-5.

USS Ronald Reagan (CVN 76) | Carrier Air Wing (CVW) 5

MAY 2024 - PRESENT

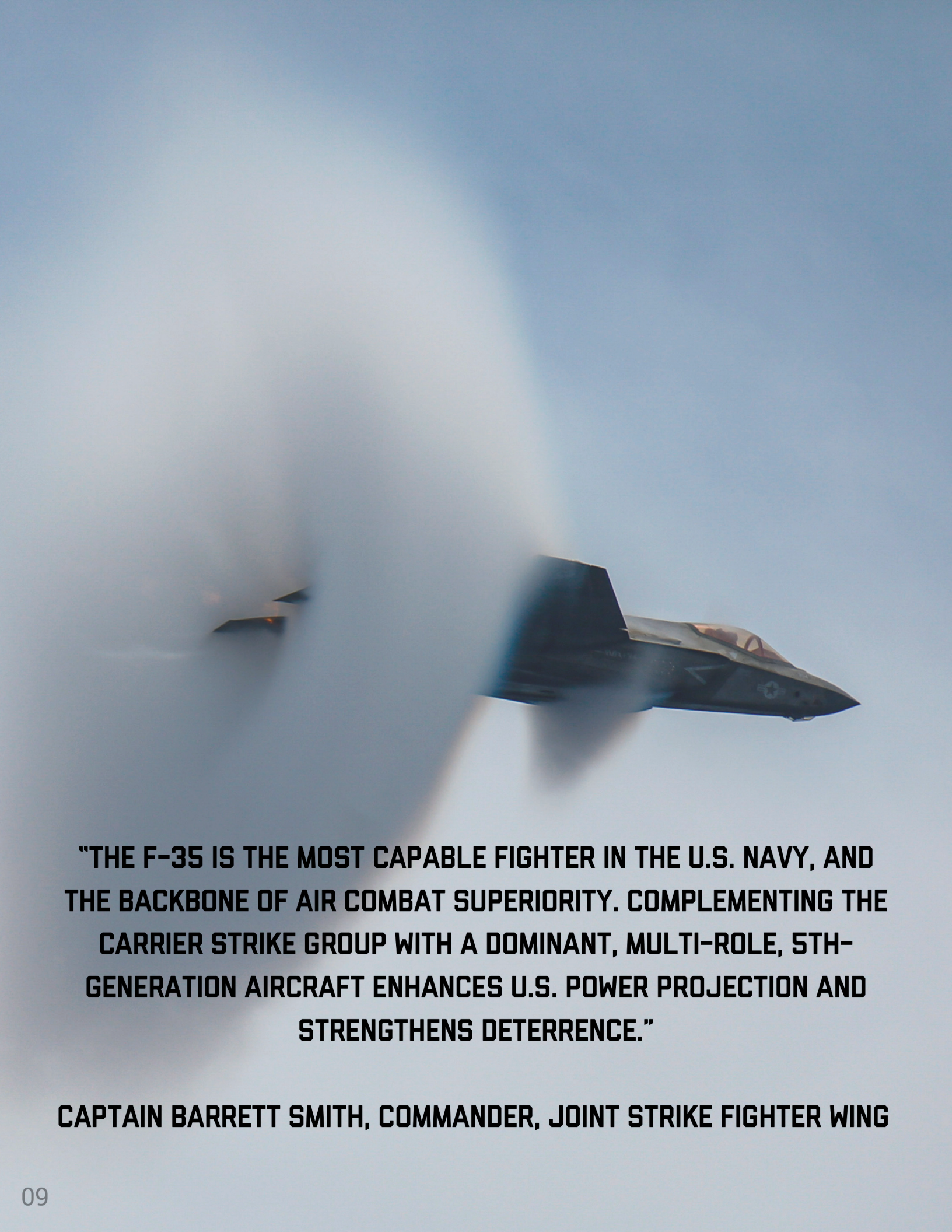
- USS Ronald Reagan (CVN 76) is fully mission ready and continues to operate across the Indo-Pacific alongside international partners and allies. For a half century, the U.S. Navy has maintained a carrier presence in Japan and throughout the U.S. 7th Fleet area of operations, which will continue through the hull swap.



PRESERVE PEACE

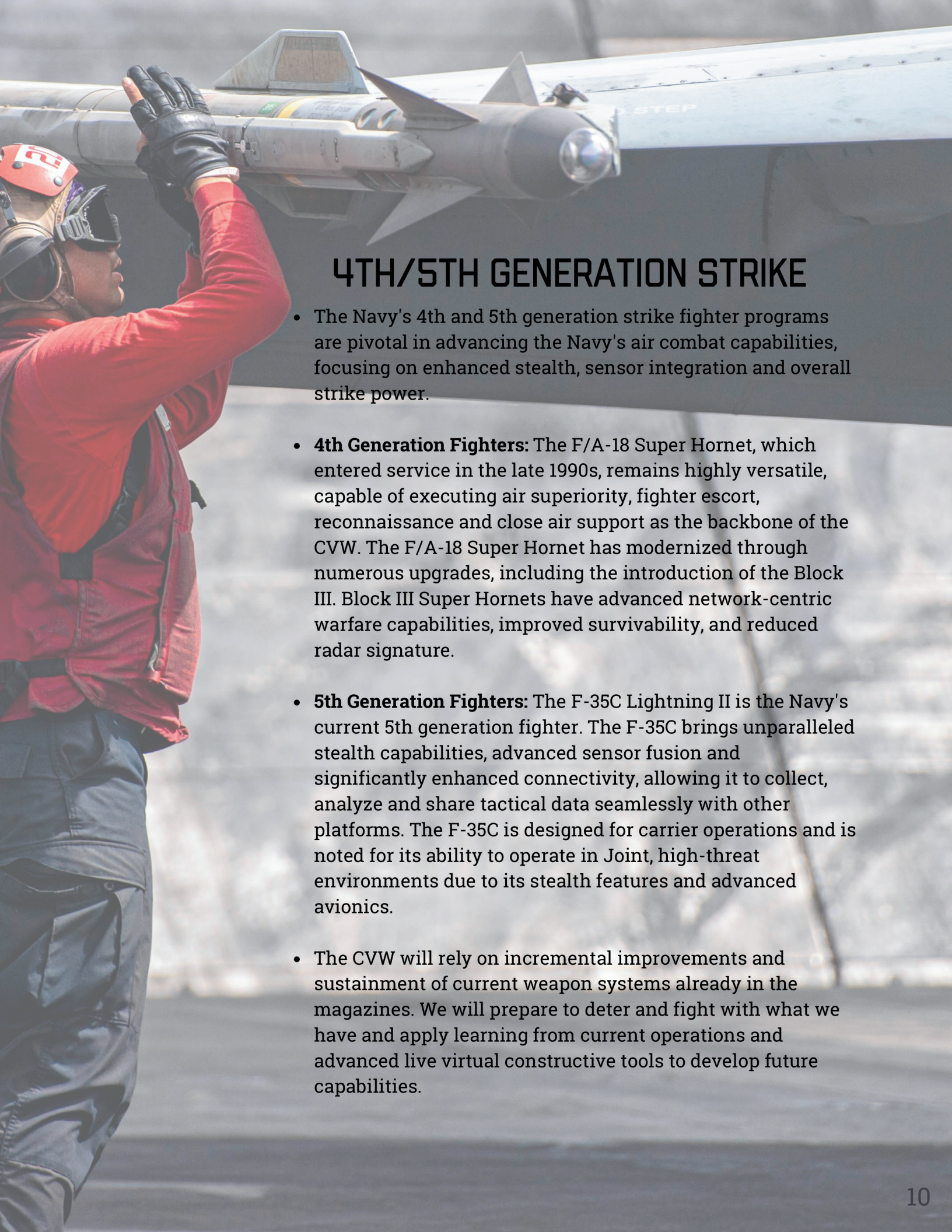
RESPOND IN CRISIS

WIN IN COMBAT



"THE F-35 IS THE MOST CAPABLE FIGHTER IN THE U.S. NAVY, AND THE BACKBONE OF AIR COMBAT SUPERIORITY. COMPLEMENTING THE CARRIER STRIKE GROUP WITH A DOMINANT, MULTI-ROLE, 5TH-GENERATION AIRCRAFT ENHANCES U.S. POWER PROJECTION AND STRENGTHENS DETERRENCE."

CAPTAIN BARRETT SMITH, COMMANDER, JOINT STRIKE FIGHTER WING



4TH/5TH GENERATION STRIKE

- The Navy's 4th and 5th generation strike fighter programs are pivotal in advancing the Navy's air combat capabilities, focusing on enhanced stealth, sensor integration and overall strike power.
- **4th Generation Fighters:** The F/A-18 Super Hornet, which entered service in the late 1990s, remains highly versatile, capable of executing air superiority, fighter escort, reconnaissance and close air support as the backbone of the CVW. The F/A-18 Super Hornet has modernized through numerous upgrades, including the introduction of the Block III. Block III Super Hornets have advanced network-centric warfare capabilities, improved survivability, and reduced radar signature.
- **5th Generation Fighters:** The F-35C Lightning II is the Navy's current 5th generation fighter. The F-35C brings unparalleled stealth capabilities, advanced sensor fusion and significantly enhanced connectivity, allowing it to collect, analyze and share tactical data seamlessly with other platforms. The F-35C is designed for carrier operations and is noted for its ability to operate in Joint, high-threat environments due to its stealth features and advanced avionics.
- The CVW will rely on incremental improvements and sustainment of current weapon systems already in the magazines. We will prepare to deter and fight with what we have and apply learning from current operations and advanced live virtual constructive tools to develop future capabilities.



FUTURE STRIKE CAPABILITIES

- CVW modernization fulfills the National Defense Strategy by addressing near-peer threats and sustains competitive edge over acute threats by providing deterrence and readiness to win through decisive combat power.
- The F/A-XX is envisioned to replace the F/A-18E/F Super Hornets and EA-18G Growlers in the 2030s, and is expected to bring 6th generation capability with superior range, speed and sensor capabilities. F/A-XX is aimed to integrate with both manned and unmanned systems, emphasizing the use of autonomous drones as force multipliers and electronic warfare assets.
- The transition from F/A-18 Super Hornets to a mix of F-35Cs and future F/A-XX fighters aims to increase the operational reach and flexibility of the Navy's CSGs, especially in response to the evolving threat landscape in areas like the Indo-Pacific.
 - Three squadrons are transitioned to F-35C: VFA-97, VFA-147 and VFA-86.
 - VFA-86 completed their interim Safe-for-Flight certification June 2024 and will begin workups with CVW-11 early 2025.
- Integrating advanced technology into weapon systems will be executed incrementally to balance today's readiness with tomorrow's capabilities.

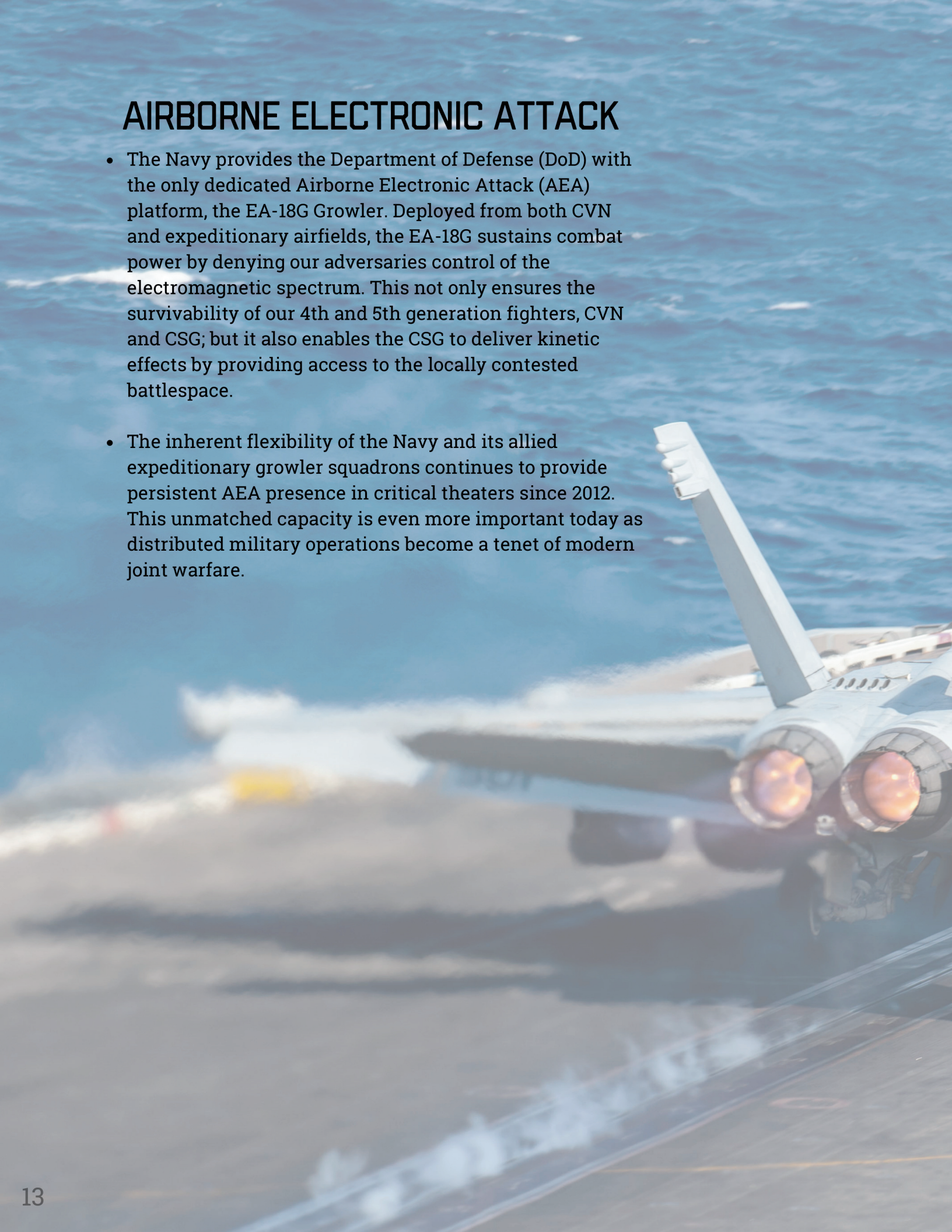


"WE MUST THINK, ACT AND OPERATE DIFFERENTLY, LEVERAGING WARGAMING AND EXPERIMENTATION TO INTEGRATE CONVENTIONAL CAPABILITY WITH HYBRID, UNMANNED AND DISRUPTIVE TECHNOLOGIES. TOMORROW'S BATTLEFIELD WILL BE INCREDIBLY CHALLENGING AND COMPLEX. TO WIN DECISIVELY IN THAT ENVIRONMENT, OUR SAILORS MUST BE THE BEST WARFIGHTERS IN THE WORLD WITH THE BEST SYSTEMS, WEAPONS AND PLATFORMS TO ENSURE WE CAN DEFEAT OUR ADVERSARIES. WE WILL PUT MORE PLAYERS ON THE FIELD - PLATFORMS THAT ARE READY WITH THE RIGHT CAPABILITIES, WEAPONS AND SUSTAINMENT, AND PEOPLE WHO ARE READY WITH THE RIGHT SKILLS, TOOLS, TRAINING AND MINDSET."

ADM LISA FRANCHETTI, CHIEF OF NAVAL OPERATIONS

AIRBORNE ELECTRONIC ATTACK

- The Navy provides the Department of Defense (DoD) with the only dedicated Airborne Electronic Attack (AEA) platform, the EA-18G Growler. Deployed from both CVN and expeditionary airfields, the EA-18G sustains combat power by denying our adversaries control of the electromagnetic spectrum. This not only ensures the survivability of our 4th and 5th generation fighters, CVN and CSG; but it also enables the CSG to deliver kinetic effects by providing access to the locally contested battlespace.
- The inherent flexibility of the Navy and its allied expeditionary growler squadrons continues to provide persistent AEA presence in critical theaters since 2012. This unmatched capacity is even more important today as distributed military operations become a tenet of modern joint warfare.

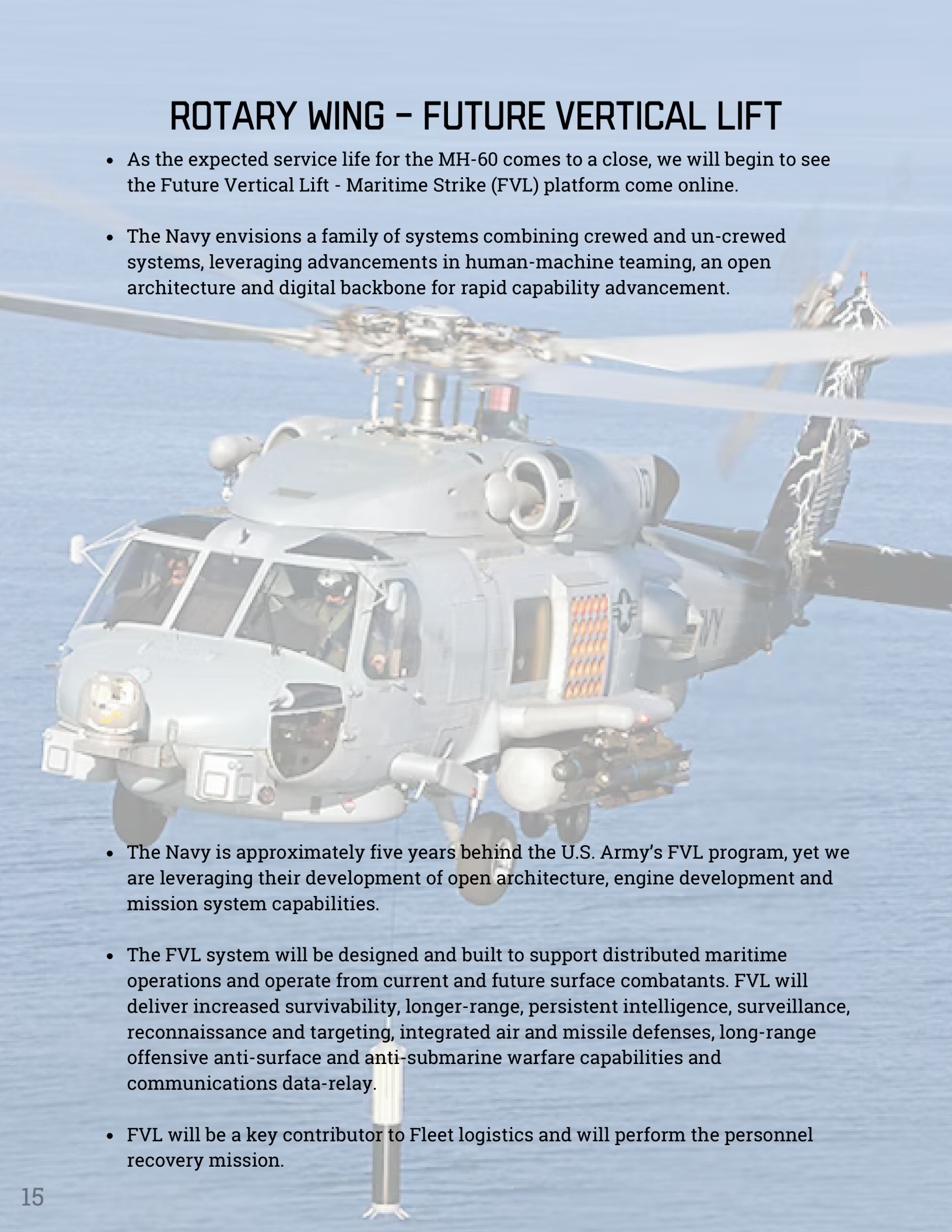


- With over 15 years of combat employment, the EA-18G fleet is now undergoing modifications to bring Growler Block II (GB2) online – a critical node in the Joint Warfare Concept 3.0. Most recently, Next Generation Jammer-Midband (NGJ-MB) has been introduced to the fleet, with its first deployment scheduled for summer 2024. NGJ-MB offers a quantum leap in capability over legacy jammers, with drastic increases in power, target flexibility and technique complexity. Combining NGJ-MB, cutting edge sensors, mission computers, crew-vehicle interface, advanced networking and its venerable legacy capabilities, GB2 is a critical step in staying ahead of our adversaries in modern electromagnetic warfare for decades to come.



ROTARY WING – FUTURE VERTICAL LIFT

- As the expected service life for the MH-60 comes to a close, we will begin to see the Future Vertical Lift - Maritime Strike (FVL) platform come online.
- The Navy envisions a family of systems combining crewed and un-crewed systems, leveraging advancements in human-machine teaming, an open architecture and digital backbone for rapid capability advancement.

- 
- The Navy is approximately five years behind the U.S. Army's FVL program, yet we are leveraging their development of open architecture, engine development and mission system capabilities.
 - The FVL system will be designed and built to support distributed maritime operations and operate from current and future surface combatants. FVL will deliver increased survivability, longer-range, persistent intelligence, surveillance, reconnaissance and targeting, integrated air and missile defenses, long-range offensive anti-surface and anti-submarine warfare capabilities and communications data-relay.
 - FVL will be a key contributor to Fleet logistics and will perform the personnel recovery mission.



Helicopter Sea Combat (HSC)

MH-60S Seahawk is a singularly versatile, dependable and invaluable asset to the Navy. Mission areas include personnel recovery, anti-surface warfare, combat logistics and airborne mine countermeasures.

The inherent versatility of the HSC rotary wing enables full-spectrum warfighting across diverse and distributed platforms.

Helicopter Maritime Strike (HSM)

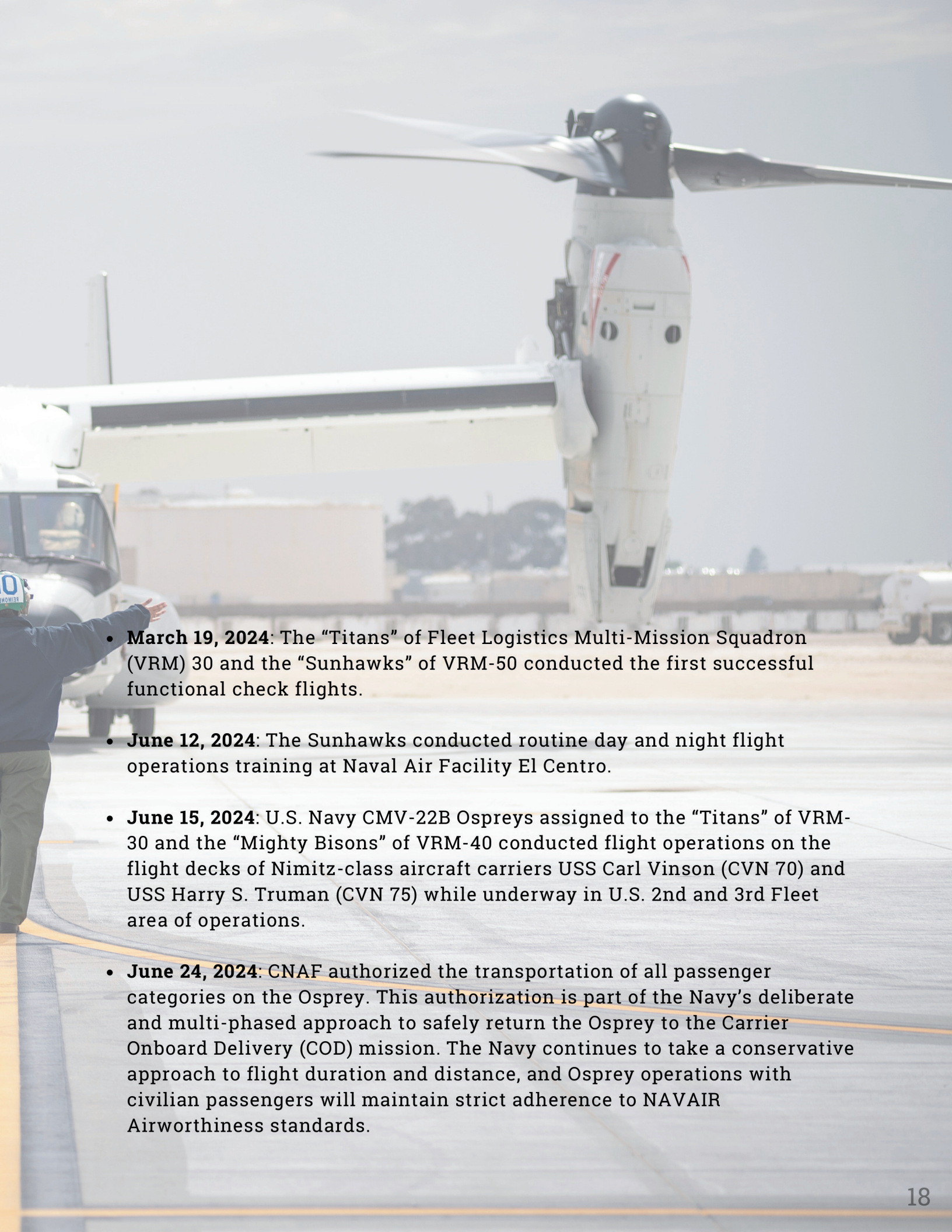
MH-60R Seahawk is a high-demand platform and force multiplier as the Navy's primary anti-submarine and anti-surface warfare helicopter.

The HSM rotary wing is undergoing testing in upgraded capabilities in signals intelligence, battlespace information management, magnetic anomaly detection and austere basing operations.

A CMV-22B Osprey aircraft is shown from a rear-quarter perspective on a tarmac. The aircraft's rotors are blurred, suggesting it is either taking off or landing. In the foreground, a ground crew member wearing a blue uniform and a helmet with the number '0' is visible, gesturing with their right arm. The background shows a clear sky and some airport infrastructure.

CMV-22B RETURN TO MISSION

- The Navy is implementing a deliberate, multi-phased and conditions-based approach that prioritizes safety of flight operations for the CMV-22B.
- All V-22 Ospreys were grounded following the U.S. Air Force CV-22 Osprey mishap on November 29, 2023 off the shore of Yakushima, Japan. After the likely cause was discovered to be a material failure and a fix was implemented, Naval Air Systems Command (NAVAIR) instituted a grounding of all V-22 Osprey variants on December 6. On March 8, 2024, NAVAIR issued a flight clearance thereby lifting the grounding.
- The decision to return to flight operations was informed by a **meticulous** and **data-driven** approach and information from the ongoing Air Force Investigation. Leaders used a **methodical** and deliberate process to systematically address the identified material failure, implementing robust controls to maintain aircrew proficiency and aircraft readiness. This comprehensive approach enabled a **safe** and **deliberate** transition to flight operations.



- **March 19, 2024:** The “Titans” of Fleet Logistics Multi-Mission Squadron (VRM) 30 and the “Sunhawks” of VRM-50 conducted the first successful functional check flights.
- **June 12, 2024:** The Sunhawks conducted routine day and night flight operations training at Naval Air Facility El Centro.
- **June 15, 2024:** U.S. Navy CMV-22B Ospreys assigned to the “Titans” of VRM-30 and the “Mighty Bisons” of VRM-40 conducted flight operations on the flight decks of Nimitz-class aircraft carriers USS Carl Vinson (CVN 70) and USS Harry S. Truman (CVN 75) while underway in U.S. 2nd and 3rd Fleet area of operations.
- **June 24, 2024:** CNAF authorized the transportation of all passenger categories on the Osprey. This authorization is part of the Navy’s deliberate and multi-phased approach to safely return the Osprey to the Carrier Onboard Delivery (COD) mission. The Navy continues to take a conservative approach to flight duration and distance, and Osprey operations with civilian passengers will maintain strict adherence to NAVAIR Airworthiness standards.



C-2A GREYHOUND SUNDOWN

- The C-2A Greyhound has served as the core asset in the COD mission, playing a critical role in transporting passengers, mail and cargo to and from aircraft carriers at sea.
- The Greyhound celebrates 60 years of service in 2024. First flown in the 1960s with a re-procurement in the 1980s, the Greyhound has been a reliable workhorse for the Navy for six decades. The “Providers” of VRC-30 and the “Rawhides” of VRC-40 have been the primary operators of the Greyhound since 1981.
- At this time, Greyhounds from the “Rawhides” of Fleet Logistics Support Squadron (VRC) 40 still operate aboard USS Nimitz (CVN 68), USS Dwight D. Eisenhower (CVN 69), USS Harry S. Truman (CVN 75), USS George H.W. Bush (CVN 77) and USS Gerald R. Ford (CVN 78).
- A detachment from VRC-40 continues to support CVW-5 and aircraft carriers in U.S. 7th Fleet.
- As the last remaining VRC squadron, VRC-40 is comprised of 450 Sailors safely providing time-critical logistics to five simultaneously deployed aircraft carriers across the U.S. 2nd, 5th, 6th and 7th Fleets, a first in the history of any VRC squadron.
 - Responding to an urgent request for tasking, VRC-40 successfully conducted three unplanned detachments in 2024 with minimal notice, highlighting the exceptional adaptability of our Sailors to continue to provide time-critical logistics around the world. The Greyhound continues to live up to the motto, “We Deliver.”
- The retirement of the Greyhound from service remains on track to be completed no later than 2026, as the Navy fully transitions to the CMV-22B Osprey.

MARITIME PATROL AND RECONNAISSANCE

- The Maritime Patrol and Reconnaissance Force (MPRF) is the world's peerless airborne Anti-Submarine Warfare (ASW); Anti-Surface Warfare (ASuW); and Intelligence, Surveillance and Reconnaissance (ISR) capability. Globally positioned and always ready, the MPRF is the nation's first choice for broad area maritime surveillance and rapid response.
- **P-8A Poseidon:** Currently, 119 P-8As are assigned to two Wings composed of 12 active component Patrol Squadrons (VP), two reserve VP squadrons, 1 Special Projects Squadron and one Fleet Replacement Squadron (FRS).
- **Modernization:** Increment 3, Block 2 (I3B2) will upgrade combat systems, improve track management for multiple contacts of interest and integrate these into the combat systems architecture. It also includes Wideband SATCOM for near real-time information transfer to commanders and Enhanced Multi-static Active Coherent (E-MAC) for broader ASW area coverage by the aircrew.
- **EP-3E Aries:** Following the sundown of Fleet Air Reconnaissance Squadron (VQ) 2 in 2012, the "World Watchers" of VQ-1 have been the Navy's sole VQ squadron, operating the Aries II, for over a decade. VQ-1 has officially begun the sundown process and is expected to be completely sundowned by 2025.

- **P-8A in 7th Fleet:** By operating within the Taiwan Strait in accordance with international law, the U.S. upholds the navigational rights and freedoms of all nations. The aircraft transits of the Taiwan Strait demonstrate the U.S. commitment to a free and open Indo-Pacific. The U.S. military flies, sails and operates anywhere international law allows.
- **P-8A in 6th Fleet:** Operating over the waters of the Mediterranean, North Atlantic, Baltic and Black Sea in a reconnaissance and surveillance role provides factual, credible, actionable intelligence, targeting information and promotes cooperative maritime security to enhance regional stability to fight and win our nation's wars.
- **P-8A in 5th Fleet:** Demonstrating unwavering readiness to fight and win across the maritime domain, P-8As are providing critical maritime domain awareness and support missions integral to Operation Prosperity Guardian and Operation Pandora Throttle, supporting key naval priorities.





AIRBORNE COMMAND AND CONTROL

- The E-2D Advanced Hawkeye is the key enabler to the integration of a CSG and Naval Aviation in the high-end fight. The E-2D is the critical airborne command and control node to employing offensive and defensive kill webs for CSGs for the remainder of this decade and into at least the early 2030s. The E-2D is the most capable airborne command and control platform in the Joint Force in this decade and into the early 2030s.



- The E-2D has continued to evolve as fleet squadrons have advanced from Delta System Software Configuration (DSSC) 3 to DSSC 4 in 2023 and anticipate releasing DSSC 5 in the near future. As the centerpiece for CSG defense, the E-2D is the key enabler in kill web execution for air and surface assets as our operators execute advanced tactics and the employment of long-range fires in a dynamic and rapidly changing battlespace.
- As the final two E-2C squadrons transition to the E-2D in the next two years, Airborne Command & Control and Logistics Wing (ACCLOGWING) will field nine operational E-2D squadrons, all equipped for aerial refueling and deploying with the most capable technology. These advances increase the reach and lethality of the E-2D and the operational commanders and squadrons that employ it.



**"IN THIS ERA OF STRATEGIC COMPETITION WITH THE PEOPLE'S
REPUBLIC OF CHINA, THE ADVANTAGE WILL ALWAYS GO TO
THE COUNTRY THAT USES ARTIFICIAL INTELLIGENCE AND
ASSOCIATED TECHNOLOGIES BETTER, FASTER, SMARTER AND
SAFER."**

DEPUTY SECRETARY OF DEFENSE KATHLEEN HICKS

MANNED/UNMANNED TEAMING

MQ-4C Triton:

- Operated by Unmanned Patrol Squadron (VUP) 19, their mission is to employ the Triton to provide persistent intelligence, surveillance and reconnaissance (ISR), distributing valuable and time-critical intelligence to combatant and fleet commanders.
- The MQ-4C Triton began initial operating capability (IOC) deployment in the Indo-Pacific with its arrival to Guam in August 2023. The MQ-4C Triton arrived to Naval Air Station (NAS) Sigonella, Italy in March 2024. The MQ-4C Triton is expected to arrive in U.S. 5th Fleet in early FY25.
- After several upgrades from early testing, the MQ-4C has the capability and capacity to extend the maritime domain awareness for the U.S. and our allies and partners in around the world.
- These systems demonstrate an investment by the U.S. to fulfill critical missions with advanced technology and additive capability to manned aircraft.

MQ-25A Stingray:

- Operated by Unmanned Carrier-Launched Multi-Role Squadrons (VUQ), the Navy's first operational, carrier-based and unmanned aircraft will provide a critical aerial refueling capability to the CVW.
- The MQ-25A Stingray will be an air wing force multiplier and range extender by relieving the only organic tanking aircraft, the F/A-18 Super Hornet, from this responsibility and freeing it for strike/fighter missions.

MQ-8C Fire Scout:

- The MQ-8C Fire Scout has been a reliable platform as an early generation of unmanned aircraft. Naval Aviation learned through the development and employment of MQ-8C, providing key lessons toward future unmanned platforms.
- The MQ-8C Fire Scout sunsetting process has begun, not to interfere with operational requirements.
- The divestment from the MQ-8C Fire Scout is not a divestment from unmanned aircraft in the Navy.
- Manned-Unmanned Teaming (MUM-T) remains an important part of the plans for future Naval Aviation.

LIVE VIRTUAL CONSTRUCTIVE TRAINING & JOINT SIMULATION ENVIRONMENT

Naval Aviation Warfighting Development Center (NAWDC)

- NAWDC leads advanced revolutionary training for Naval Aviation, including the U.S. Navy Fighter Weapons School (TOPGUN), Carrier Airborne Early Warning Weapons School (CAEWWS), Airborne Electronic Attack Weapons School (HAVOC), Rotary Wing Weapons School (SEAWOLF) and Maritime, Intelligence, Surveillance and Reconnaissance Weapons School (MISR) through integrated training ahead of deployment for CVWs (Air Wing Fallon).
- NAWDC hosts the only government-owned facility where an entire CVW undergoes comprehensive training that integrates nearly every element of the CSG fighting into realistic, simulated combat scenarios.
- NAS Fallon is home to the Navy's longest runway at 14,000 feet and four bombing ranges with more than 300 clear flying days a year.

Live Virtual Constructive (LVC) Training

- Preparing for the high-end fight requires advancements in technology, and every tactically relevant system must be integrated into the platform to develop warfighters.
- Investment and improvement in LVC is a top priority to provide world-class training and enable live aircraft to interact seamlessly with networked simulators and constructive environments, taking on operator-in-the-loop adversaries as well as computer-generated threats that mimic real-world evolving threats.

Joint Simulation Environment (JSE)

- Developed by Navy engineers and industry partners, Naval Air Warfare Center Aircraft Division's JSE is a powerful training and test facility designed to adapt and grow, utilizing hardware and software from actual DoD aircraft, weapons and other defensive systems.
- Initially designed for F-35 operational testing, JSE is scaling to support programs, like F-22, E-2D, F/A-18, EA-18, and will also deploy its second training system onboard a Navy aircraft carrier, USS Abraham Lincoln (CVN 72).



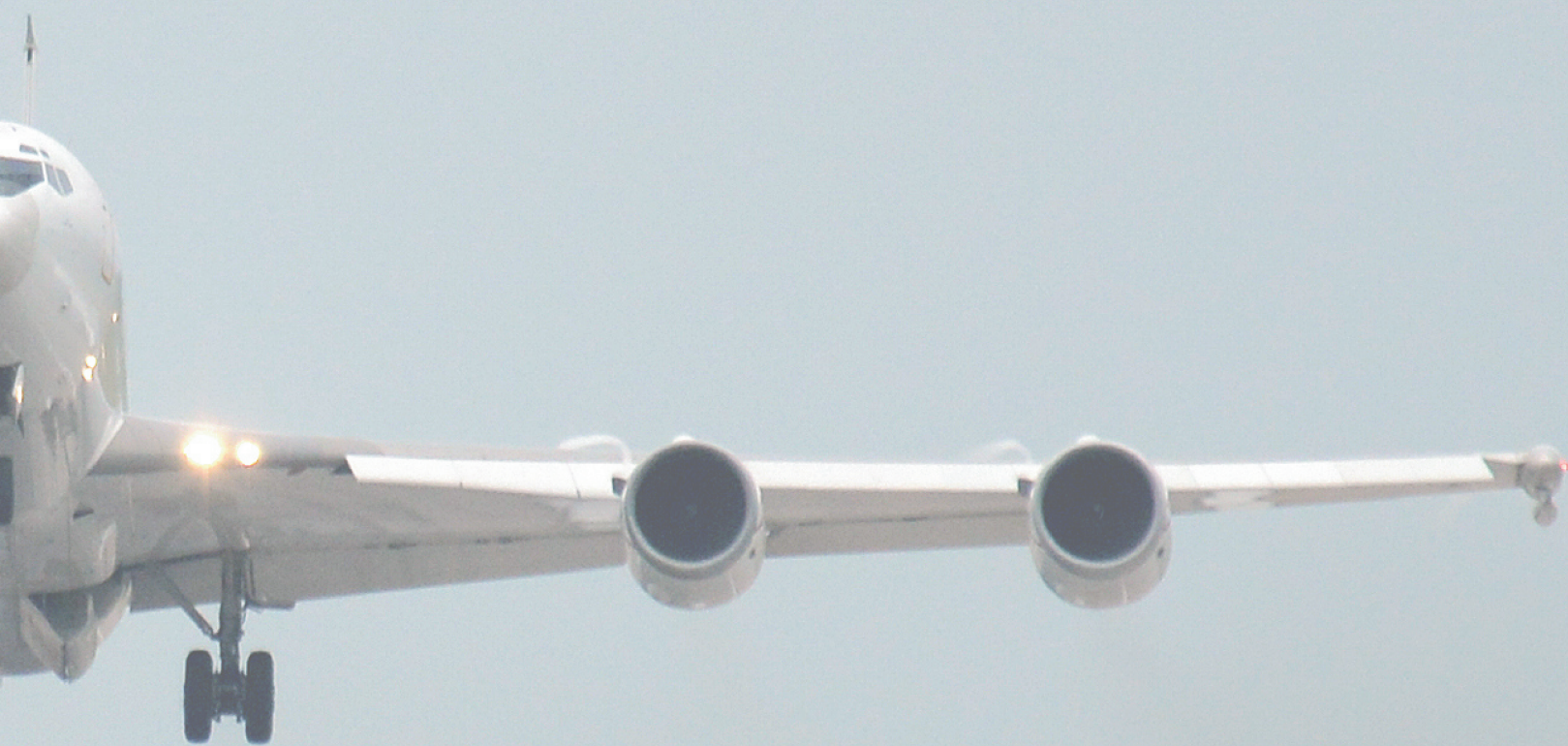
"WHEN AMERICA IS ENGAGED IN CONFLICT, THE DOD WILL BRING JOINT CAPABILITY TO BEAR FROM EVERY SERVICE ACROSS ALL DOMAINS. WE'VE REPLICATED THIS ABILITY IN THE JOINT SIMULATION ENVIRONMENT, A FORCE MULTIPLIER HELPING AVIATORS DETER AGGRESSION AND, IF NECESSARY, PREVAIL IN CONFLICT."

REAR ADM JOHN DOUGHERTY IV, NAWCAD COMMANDER




TAKE CHARGE AND MOVE OUT

- The E-6B Mercury is a communications relay and strategic airborne command post aircraft. It executes the no-fail Take Charge and Move Out (TACAMO) and Looking Glass missions. TACAMO assures connectivity from the President, Secretary of Defense and U.S. Strategic Command to our nation's nuclear forces during times of crisis. Looking Glass adds capability to advise senior leaders and carry out their orders, as well as facilitating the launch of U.S. land-based intercontinental ballistic missiles using an airborne launch control system.
- The E-6B Mercury fleet, which started as the E-6A in 1986, has been in service for 37 years and is being continually modernized to ensure mission effectiveness for the foreseeable future.



- Together they provide strategic nuclear deterrence against America's adversaries.
- They are deployed worldwide by air crews from Strategic Communications Wing 1 (SCW-1) out of Tinker Air Force Base, Oklahoma.
- The E-6B's successor, the E-XX, will be delivered under the TACAMO Recapitalization Program and will eventually take over the TACAMO mission.
- Until the E-XX is delivered, the E-6B must be mission-ready. The E-6B and its aircrews, maintainers and support personnel remain ready and on alert 24/7/365, able to respond at a moment's notice to execute the mission of nuclear deterrence.
- The TACAMO mission continues to be of the utmost importance, especially as our adversaries endeavor to modernize strategic weapons.



**"THE NAVAL AIR FORCE RESERVE STANDS READY TO MEET THE
FLEET RESPONSE PLAN, FIGHT OVERSEAS CONTINGENCY
OPERATIONS, AND SUPPORT THE NAVAL AVIATION ENTERPRISE
THROUGH THE ENTIRE SPECTRUM OF PEACE TO WAR. WE BRING
UNPARALLELED CONTESTED LOGISTICS CAPABILITIES
INCLUDING KC-130 IN-FLIGHT REFEUELING; WORLD CLASS
THREAT REPLICATION; SIGNIFICANT STRATEGIC DEPTH; AND
PERSISTENT FORWARD PRESENCE WITH GLOBALLY
DEVELOPING RESERVE UNITS. CNAFR STANDS READY TO FIGHT
TONIGHT ANYWHERE ON EARTH."**

**REAR ADM BRAD "GUNNY" DUNHAM, COMMANDER, NAVAL AIR
FORCE RESERVE (CNAFR)**

NAVAL AIR FORCE RESERVE

- The reserve component of Naval Aviation falls under Commander, Naval Air Force Reserve (CNAFR). Reserve aviation units deploy operationally around the world, sustain enduring detachments and enable fleet deployments through training and logistics support. CNAFR is laser-focused on warfighting readiness and providing strategic depth at a cost savings to the active component while meeting worldwide demand requirements of combatant commanders and the naval service.

CNAFR Provides:

- Significant strategic depth to the active component with several operational and ready-to-deploy squadrons and squadron augment units (SAUs) across all warfare specialties within Naval Aviation. Reserve squadrons operating the P-8A, the MH-60R and the EA-18G conduct scheduled deployments to relieve active component deployment schedules or to provide surge combat capabilities.
- Contested logistics capabilities using the C-40, KC-130T, and KC-130J provide global, on-demand worldwide airlift and combat logistics at a cost savings of \$1.2 billion. The integration of our air logistics forces with U.S. Pacific Fleet and NAWDC is vital to the ongoing efforts with the Mobile Logistics Campaign Plan and Operation Plan development.
- CNAFR provides highly trained adversary aircrew and aircraft including the F-5, F-18 and F-16 that deliver required training to active component squadrons and ships with over 21,000 sorties per year.
- Tier 1/2/3 transport to senior service officials like the Secretary of Defense (SECDEF) with on-demand airlift that provides continuous, secure enroute communications capabilities using the C-37.
- CNAFR SAUs provide 10-20 percent of all student training, pre-deployment training and direct operational support to the Naval Aviation Enterprise (NAE) across all training platforms.
- CNAFR's Fleet Readiness Center provides intermediate-level repair of aircraft components to more than 300 aircraft and their associated gear.

CNATRA: TRAINING WORLD CLASS AVIATORS

- Chief of Naval Air Training (CNATRA) encompasses five Training Air Wings that produce Naval Aviators across every type/model/series (TMS) and prepares them for fleet and tactical training.
- **Pilot Production Improvements:** CNATRA's recovery in strike training, combined with high performing numbers from CNATRA's other training pipelines – rotary (107%) and multi engine/tilt (110%) – has resulted in 101% of overall Naval Aviator (pilot) production requirements in 2023.
 - In 2023, CNATRA achieved a significant reduction in the pool of students awaiting training to a level last seen before the pandemic. CNATRA is on track to continue reducing the level of students at a steady rate over the next two years.
- **Upgrades to Training Aircraft:** CNATRA continues to upgrade training aircraft and is in the process of transitioning to newer models/aircraft by modernizing and downsizing.
 - April 18, 2024: Two T-54A multi-engine aircraft landed aboard NAS Corpus Christi heralding the new generation of Naval Aviators who will use the trainer to earn their wings of gold as they prepare to fly CMV-22B Osprey, P-8A Poseidon, E-2D Hawkeye and C-130 Hercules aircraft.
- **Applying Get Real Get Better in Real Time:** From 2012-2022, production averaged 91% and dipped into the mid-80's on several occasions. Since 2017, there have been additional delays to Naval Aviator production due to issues with the On-Board Oxygen Generation System (OBOGS) and a compressor blade within the T-45C Goshawk aircraft engine. Since 2023, a significant reduction in the pool of students awaiting training was achieved by incorporating leading-edge training technologies, enhancing quality of training syllabi, improving data-analytic system reliability and setting high expectations for our leaders to perform.
- **Future Rotary Training Pipeline:** Eight Student Naval Aviators, five Navy and three Coast Guard, began training under a new joint-service public-private partnership promises faster time to train and more training time in the air.
 - These eight students are the first cohort of 48 volunteers (33 Navy and 15 Coast Guard) who have volunteered to participate in a rotary-only training pipeline that could replace traditional primary air training for aspiring helicopter pilots that opt into the program.

"THE NAVAL AVIATORS WE TRAIN TODAY MUST BE COMBAT-READY AVIATORS THAT PROTECT OUR NATION'S INTEREST AROUND THE GLOBE TOMORROW. WITH UPDATED TRAINING SYLLABI, LEADING EDGE TRAINING TECHNOLOGY AND MANY OTHER SIGNIFICANT INNOVATIVE EFFORTS, WE ARE ENSURING QUALITY AVIATORS MEETING OR EXCEEDING YESTERDAY'S HIGH STANDARDS. DUE TO THE EFFORTS OF THE ENTIRE NAVAL AVIATION ENTERPRISE, CNATRA PRODUCED OVER 101% OF THE FLEET'S REQUIREMENT FOR THE FIRST TIME IN SEVEN YEARS."

REAR ADM RICHARD BROPHY, CHIEF OF NAVAL AIR TRAINING





MAINTENANCE OPERATIONS CENTER

- Naval Aviation's establishment of the Maintenance Operation Center (MOC) made significant progress towards meeting the aircraft availability goal of 100% full mission capable aircraft required (FMCAR) and mission capable aircraft required (MCAR) by FY27.
- In 2018, the Naval Sustainment System – Aviation (NSS-A) was initiated to improve readiness by leveraging commercial aviation maintenance, engineering and supply best practices to improve Super Hornet mission-cable (MC) rates.
- NSS-A is made up of seven pillars, to include the MOC. Today, 18 TMS have been integrated into the MOC, which has driven overall mission/full mission-capable (MC/FMC) rates up to 87% MC and 82% FMC, with a goal of 100% by 1 Jan 2027.



TREATMENT OF SAILORS

Quality of Service (QoS) is the combination of Quality of Life, which is the experience of a Sailor and their family outside the workplace, and Quality of Work, which is a Sailor's experience in the workplace. **Our Navy's fully-ready combat force deserves Quality of Service that meets or exceeds established standards.**

Key Areas:

- Navy culture and sense of connectedness
- Access to medical care and resources
- Opportunities for Sailors to go to sea
- Increased connectivity and Wifi
- Access to healthy food
- Improved living and working conditions in the shipyard
- Support for Sailors unable to perform normally assigned duties

FY25's budget reflects the prioritization of QoS initiatives, including investments in unaccompanied housing, education, child care and Sailor resiliency programs. This demonstrates a strong commitment to the Navy's Warfighters and their families, and it invests in the foundation by also funding installations, shipyard infrastructure optimization and the broader defense industrial base.

Culture of Excellence (COE) 2.0

COE 2.0 focuses on building 'Great People, Great Leaders and Great Teams,' with the knowledge that this is the best way to prepare for victory in combat, innovate and solve hard problems and prevent harmful behaviors. It is built on the following:

- Everyone is a Sailor... both Officer and Enlisted
- Civilians are a critical part of the Navy Team, providing continuity and expertise
- Our core values drive what we do every day
- Great people are shaped by great leaders... to become great teams
- Our people are tough and resilient, strong in mind, body and spirit
- Our leaders demonstrate great character, competence and build great culture
- Our teams are connected and inclusive, creating a sense of belonging

"WITHOUT QUESTION, SAILORS ARE OUR STRATEGIC ADVANTAGE AND OUR MOST PRECIOUS RESOURCE. FULLY UNDERSTANDING THE PROBLEMS WE NEED TO SOLVE AND THEN PRIORITIZING THE EFFORT TO IMPROVE BOTH QUALITY OF LIFE AND WORK IS THE NEXUS FOR THIS EFFORT."



ADM LISA FRANCHETTI, CHIEF OF NAVAL OPERATIONS



GREAT PEOPLE GREAT LEADERS GREAT TEAMS

LEGACY: Leader Development

The purpose of 'LEGACY' is to build connection to Naval Aviation excellence, to strengthen the Navy team and to celebrate historical achievements and milestones.

The LEGACY initiative is Naval Aviation's approach to COE and improving policy and programs that ensure all Sailors experience Naval Aviation as a pathway to future opportunity, both professionally and personally.

Leadership

- Leaders at every level need to be informed, empowered and engaged; you own communication at your command.

Education

- Naval Aviation offers elite training opportunities in various fields, including Navy training, industry experience and further education.

Growth

- We embrace GRGB, Warrior Toughness and Performance to Plan to better our Navy through personal and professional growth mindsets.

Advocacy

- When the needs of Sailors are communicated and addressed, this empowers our people to find and fix problems at their level and improve our force.

Culture

- Strict adherence to standards and prioritizing safety are fundamental to aviation cultural success.

Youth Outreach

- Outreach is our mechanism to expose Naval Aviation as a noble profession and enable youth to see themselves in this role.

CONTACT US



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FLEET MANNING

Today's manning challenges are unprecedented, exacerbated by high operational tempo for CSGs. We must challenge our business processes and seek outcomes with supporting data that: (1) keep faith with our Sailors and (2) provide commanding officers' people with the resources they need to deliver decisive combat power.

EVERY SAILOR A RECRUITER

- One of the most significant challenges the Navy is facing today is the current recruiting environment and the decline in propensity to serve among younger Americans.
- The goal of the Every Sailor a Recruiter (ESaR) program is for currently serving Sailors to share their experiences in the Navy with others in their circles of influence. Every Sailor is an ambassador for the Navy, and every Sailor's story and experiences hold weight and influence.
- Support by command leadership is key to bring as many capable and qualified Sailors into our Navy and into Naval Aviation.
- Navy recruiting goals are strongly supported by outreach events including Navy Weeks, Fleet Weeks, namesake visits and American Connections media production visits.
- Naval Aviation personnel also have the opportunity to create and sustain partnerships both at home and abroad by increasing public awareness and understanding of the Navy, its people and its mission. Squadrons are strongly encouraged to pair fly-ins, cross-country training events and static displays with additional engagements.

SERVE

EXCEL

MAKE A DIFFERENCE

NAVAL AVIATION ENTERPRISE

Mission: Sustain required current readiness and advance future warfighting capabilities at best possible cost.

- The Enterprise approach is a partnership of critical readiness stakeholders across Naval Aviation that works to ensure fleet readiness requirements are resourced and met to support the full spectrum of missions from humanitarian assistance to combat.
 - GRGB is realized in Naval Aviation by driving a bias for action through transparency, communication, cross-functional engagement, process improvement, accountability and world-class performance at all levels.
- The NAE applies discipline, analytic methodologies and processes to inform leadership decisions.

Who We Are: The NAE are the 190,000+ Sailors, Marines, civilians and contractors working within Naval Aviation. We work in each of our stakeholder organizations to ensure the fleet meets readiness requirements.



ALLIES AND PARTNERS

Rim of the Pacific

- RIMPAC 2024 is the 29th exercise in the series that began in 1971. As the world's largest international maritime exercise, RIMPAC combines force capabilities in a dynamic maritime environment to demonstrate enduring interoperability across the full spectrum of military operations.
 - The RIMPAC 2024 theme is "Partners: Integrated and Prepared." With inclusivity at its core, RIMPAC fosters multi-national cooperation and trust, leverages interoperability and achieves respective national objectives to strengthen integrated, prepared and coalition partners. Approximately 29 nations participated in RIMPAC 2024.

Multilateral Exercise Sea Dragon: Australia, India, Japan, Republic of Korea and U.S.

- Sea Dragon is designed to enhance anti-submarine warfare (ASW) tactics in response to shared traditional and non-traditional maritime security challenges in the Indo-Pacific region.

Trilateral Maritime Exercise: Japan, Republic of Korea and U.S.

- This year marks over 70 years of U.S. partnership with the Republic of Korea marked by their Mutual Defense Treaty of 1953, as well as the U.S. partnership with Japan since the 1951 Security Treaty between the U.S. and Japan.

Resolute Hunter

- Exercise Resolute Hunter 2024 was one of the largest in its history, with participants from five countries and all branches of the DoD. Resolute Hunter is designed to provide direct support to the joint and allied force by ensuring all available resources are operationally integrated to achieve shared objectives at speed and scale.

Balikatan

- Exercise Balikatan is the largest annual bilateral exercise conducted between the Philippines and the U.S. This year's exercise was the 39th iteration. Balikatan directly supports the U.S.-Philippine Mutual Defense Treaty by ensuring our partner forces are tactically proficient and interoperable, and by creating opportunities to develop capabilities and enhance military-to-military coordination.

Strategic Interoperability Framework

- Aviators and Sailors assigned to the "Griffins" of HSM-79 and French Navy conducted initial interoperability testing on the amphibious helicopter carrier (PHA) and multipurpose frigate (FREMM) classes of French ships in Toulon, France, April 11-15.

MISSION

DELIVER COMBAT-READY NAVAL AIR FORCES THAT WIN

"We win as a team by conducting safe and effective operations and relentlessly pursuing excellence."

VALUES



FOUNDATION

SAFE OPERATIONS

"We Serve, We Excel, We Make a Difference."

VADM Dan "Undra" Cheever
Commander, Naval Air Forces
AIR BOSS #10



FLY NAVY-PREPARE TO WIN