

STATEMENT OF  
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BEFORE THE  
SEAPOWER SUBCOMMITTEE  
OF THE  
SENATE ARMED SERVICES COMMITTEE  
ON  
LITTORAL WARFARE IN THE 21<sup>ST</sup> CENTURY  
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Mr. Chairman, distinguished members of the Seapower Subcommittee, thank you for the opportunity to discuss Littoral Warfare Missions of Naval Aviation in the 21<sup>st</sup> century. I would like to update you on challenges facing Naval Aviation in the littorals and our major initiatives.

As the Director of Air Warfare, I am charged with identifying and developing overall Naval Aviation and strike force levels and requirements. I also supervise, manage and direct the programming of fiscal resources relating to Naval Aviation.

Our warfighting requirement decisions are driven by the current and future threats, Naval Strategy, affordability and joint interoperability. The littoral warfighting requirements are at the very heart of Navy and Marine Corps missions. As you know, in September 1992 the Navy and Marine Corps announced a landmark shift in operational focus from open ocean, blue water operations to the littorals. Naval Expeditionary forces are engaged in forward areas, with the objective of preventing conflicts and controlling crises.

Recent events in the Arabian Gulf and the Balkans have once again revalidated the value of sustained, unconstrained and forward Naval Expeditionary forces. Our Carrier Battle Groups and Amphibious Ready Groups with embarked Marine Expeditionary Units, constitute the main battery of Naval Expeditionary forces. The embarked aircraft represent the striking force of our Battle Groups and ARGs. As Naval Strategy shifted from a bipolar specific threat environment, Naval Aviation has shifted from threat based to multi-mission capabilities based weapons systems. Naval Aviation must be prepared to meet challenges in a rapidly changing and unpredictable world. Our potential adversaries now have the ability to buy sophisticated weapons systems on the arms market as well as

the latest in commercial off the shelf technology. The threat of high and low tech asymmetric responses in the littoral requires Naval Aviation to be flexible and possess the most accurate and timely intelligence possible. Potential adversaries will be equipped with capable C4I structures, the capacity to conduct Information Warfare (IW), Mine Warfare, and may possess Theater Ballistic Missiles and or Weapons of Mass Destruction.

Independent, mobile forces are the best way to counter such a threat. Our multi-mission aircraft philosophy gives us the flexibility and room for growth to stay ahead of our potential adversaries. In this regard, our philosophy keeps naval expeditionary forces capable, ready and able to project power in the battlespace of the 21<sup>st</sup> century.

The F/A-18E/F Super hornet is our number one warfighting priority. Key to our strategy of increasing combat capability at an affordable cost is the procurement of the F/A-18E/F using the multi-year procurement strategy. The Super Hornet program clearly provides the right aircraft at the right time and is perfectly positioned to replace the aging F-14 inventory as well as early lot F/A-18's. The aircraft incorporates a 40% range improvement over the F/A-18C while at the same time doubling the weapons load when configured for close air support missions. An order of magnitude reduction in radar cross section, coupled with robust countermeasures and standoff weapons, will also result in the F/A-18E/F being up to five times more survivable than its predecessor. Volume, power and cooling for continued system growth will ensure the F/A-18E/F out paces the threat. Additionally, increased bring back capability for fuel and unexpended advanced weapons will provide expanded flexibility to the force commander. As a former test pilot I had the opportunity to fly one of the new production lot aircraft recently and found its performance and handling qualities to be superb. The program continues to proceed on

time, remain below cost, and meet every key performance parameter. Just last week, critical carrier follow-on testing was successfully completed and the aircraft is ready for OPEVAL.

Essential to our ability to continue to fund critical aviation programs is the \$710 million savings generated by approval of the proposed multi-year contract for the F/A-18E/F which would begin in FY00 and support the QDR procurement profile of 36, 42, 48, 48, 48 between FY00 and FY04. This procurement profile was identified by the QDR as the minimum procurement required to meet Navy's inventory and warfighting requirements. The F/A-18E/F program meets all of the requirements for a multi-year procurement by providing substantial savings, a stable requirement, funding stability, a stable design, realistic cost estimate, and national security. The F/A-18E/F has completed its first fatigue life testing at 6,000 hours with no significant anomalies noted; and seven aircraft in the flight test have achieved approximately 3,000 flights and 4,500 flight hours providing proof of the stability of the F/A-18E/F design. In addition, OPEVAL will have been completed, 11 of 12 LRIP I production aircraft will have been delivered and 3 production lots will have been procured prior to final acceptance of the multi-year contract. Approval of multi-year procurement for the F/A-18E/F is my highest priority.

Our Helicopter Master Plan will transition the helicopter force to more capable, armed multi-mission platforms critical for supporting littoral warfare. The goal is to make our helicopter force more lethal and more affordable by necking down from seven type/model/series to just two. Specifically, the SH-60R will replace the SH-60B, SH-60F and reserve SH-2 and the CH60 will replace the CH-46, HH-60H, H-3 and UH-1. The

SH-60R and CH-60 will all have an armed capability to meet the many threats in the littoral. We are currently studying the CH-60 in the Organic Airborne Mine Countermeasures role. Initial dynamic flight tests have verified the CH-60 as a promising candidate for replacing the MH-53 in the Airborne Mine Countermeasures role.

The P-3C Orion with AIP will play a key role in ensuring battlespace dominance in the littorals of the 21<sup>st</sup> century. At any given time we have squadrons deployed in every major region of the world. From the Caribbean to Kaflavik, from Sigonella to the Bahrain and Masirah in the Gulf, from the middle of the Indian Ocean on the island of Diego Garcia to Japan our P-3's are providing critical surveillance, Anti-Surface Warfare, Under Sea Warfare to our unified CINCs. In order to ensure we have information superiority in the 21<sup>st</sup> century, we are modernizing the P-3's with an Anti-Surface Warfare Improvement Program (AIP). AIP will greatly improve our ability to see overland with a high resolution Synthetic Aperture Radar and Electro-optic and Infrared sensors. As a key piece to Network Centric Warfare, the AIP will incorporate SATCOM and the Joint Maritime Intelligence System.

The centerpiece of Naval Strategy is the aircraft carrier. To keep our carrier force structure sustainable and to reduce total life cycle costs, we have developed an affordable phased approach to our next generation of aircraft carriers -- CVNX. CVN 77, our tenth and last Nimitz class carrier, is our smart transition to this new generation of carriers. CVN 77 will develop and assess a range of affordable technologies and future design concepts that will be bridged into CVNX. CVN 77 will incorporate new integrated combat systems that will leverage the latest in information systems and support our vision of network centric warfare. To reduce costs and improve quality of life aboard ship, we

will leverage commercial ship technologies that will reduce maintenance, improve messing and berthing as well as make the carrier more environmentally friendly. CVNX 1 will build upon improvements and lessons learned from our smart transition from CVN 77 and will incorporate a new electrical distribution system and a new propulsion plant. CVNX 2 will be another evolutionary improvement in our carrier roadmap. This carrier will have hull improvements and a new state-of-the-art flight deck. Our evolutionary path for CVNX will introduce new state-of-the-art Electro-Magnetic Aircraft Launch System and Electro-magnetic Arrested Recovery System that will replace the current mechanical system to reduce costs. These revolutionary improvements will be incorporated into CVNX 1 or 2 where it makes sense from a risk and affordability standpoint. Any CVNX carrier warfighting improvements will be back-fitted into our Nimitz-class carriers where practical. Our goal is to reduce the carrier's total operating costs while at the same time improving warfighting capabilities.

The same neck-down strategy that applies to aircraft procurement also pertains to weapons procurement. The Joint Standoff Weapon (JSOW), which made its debut in this latest crisis, is an INS/GPS standoff glide weapon capable of attacking area targets. JSOW gives us a revolutionary capability to independently target multiple aimpoints with one strike-fighter. The Joint Direct Attack Munition (JDAM) will be a major improvement to our general-purpose level of effort bombs. JDAM will give us through the weather flexibility with an INS/GPS guidance system and eventually a low cost Automatic Target Acquisition (ATA) seeker. The combat proven Standoff Land Attack Missile (SLAM), will be replaced by SLAM-ER+. SLAM-ER+ is a quantum leap over its predecessor, with

improvements in mission planning, range, an improved warhead and Automatic Target Acquisition (complemented by man-in-the-loop data link capability).

Forward presence and power projection in the littorals will require aircraft and weapons systems that are capable of responding to a wide range missions. Recent events in the Arabian Gulf and the Balkans are validating our decisions with regard to the right aircraft, weapons and personnel. But it is not enough that we can afford to be satisfied with today's capability. As we look to the future, Naval Aviation must be able to respond to the full range of crises and conflicts in a dangerous and increasingly uncertain world. We must plan, invest and equip our expeditionary forces so they are shaped to bring overwhelming force to the fight.

Naval Aviation has made extraordinary contributions to our nation's defense. We are committed to keeping Naval Aviation robust and relevant in the 21<sup>st</sup> century. We will keep the faith with our warfighters in the fleet to ensure they have the aircraft and equipment necessary to go in harm's way and prevail. Our country and they deserve no less. Thank you for this opportunity to speak to you today.