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INSPECTOR GENERAL

U.S. Department of Defense

MAY 25, 2021

(U) Audit of Aircraft Readiness at the Naval Aviation Warfighting Development Center

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~~Classified By: Richard B. Vasquez, Assistant Inspector General for Audit, Readiness and Global Operations~~
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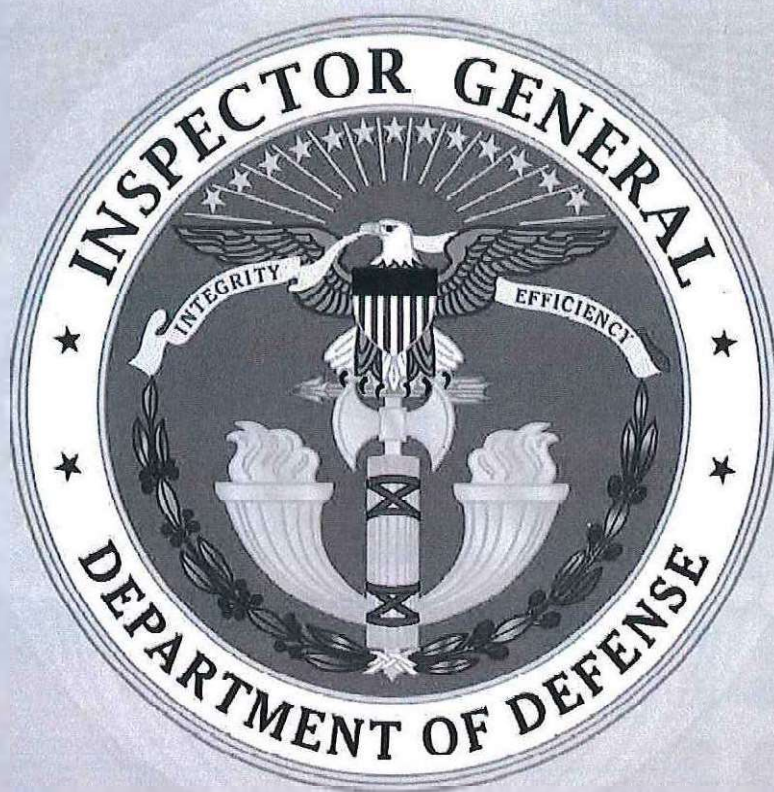
DODOIG (b)(6)

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INTEGRITY ★ INDEPENDENCE ★ EXCELLENCE

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Results in Brief

(U) Audit of Aircraft Readiness at the Naval Aviation Warfighting Development Center

May 25, 2021

(U) Objective

(U) The objective of the audit was to determine whether the aircraft used as adversary aircraft for training in support of the Naval Aviation Warfighting Development Center (NAWDC) at Naval Air Station Fallon, Nevada, were mission capable and adequately available for use in the training of carrier air wings (CVWs), in a realistic threat environment, in preparation for deployment.

(U) Background

(U) NAWDC's mission is to train naval aviators in advanced combat techniques across assigned combat mission areas; develop, validate, and standardize combat techniques for naval aviation; and train CVWs to execute major combat operations. NAWDC has ^{Navy (b)(1)} assigned aircraft and uses ^{Navy (b)(1)} of its assigned aircraft as adversary aircraft to train CVWs in a realistic threat environment using joint and naval tactical training in combat mission areas before deployment. The remaining ^{Navy (b)(1)} aircraft are used for other training classes, such as Navy Airborne Electronic Attack Weapons School and Carrier Airborne Early Warning Weapons School, which are offered by NAWDC. NAWDC considers an aircraft mission capable when it can perform all aspects of its required CVW training objectives, such as night combat, search and rescue, and defense counter air.

(U) Commander, Naval Air Forces Instruction 4790.2C describes the maintenance policies, procedures, and responsibilities for aviation maintenance support. This Instruction includes the Mission-Essential Subsystems Matrix that provides a list of equipment, systems, and subsystems that must be functional to qualify an aircraft as fully mission capable, partially mission capable, or non-mission capable. For the purposes of this audit, we reviewed only the aircraft systems and subsystems found in the Mission-Essential Subsystems Matrix that are critical for aircraft to be used as adversary aircraft for

(U) Background (cont'd)

(U) CVW training. Therefore, we considered aircraft that can perform all aspects of their required CVW training objectives as mission capable.

(U) NAWDC aircraft maintenance is performed under a contract awarded by the Naval Air Systems Command. Specifically, on December 11, 2014, the Naval Air Systems Command awarded indefinite-delivery indefinite-quantity contract N00019-15-D-0001, for the maintenance of the ^{Navy (b)(1)} aircraft assigned to NAWDC.

(U) Finding

(S) ^{Navy (b)(1)(1.4a), (b)(1)(1.4g)}

(S) ^{Navy (b)(1)(1.4a), (b)(1)(1.4g)}

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Results in Brief

*(U) Audit of Aircraft Readiness at the Naval Aviation
Warfighting Development Center*

(U) Finding (cont'd)

(S) Navy (b)(1)(1.4a), (b)(1)(1.4g) [REDACTED]

(S) Navy (b)(1)(1.4a), (b)(1)(1.4g) [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

(U) Recommendations

(U) We recommend that the NAWDC Commander, in coordination with the Commander of the Naval Air Systems Command, issue a performance work statement for the logistics support contract that includes a clear definition of the minimum number of mission-capable aircraft to meet CVW training requirements that aligns with NAWDC's readiness standards and the aircraft system requirements in the Mission-Essential Subsystems Matrix for aircraft used as adversary aircraft for the CVW training.

(U) We recommend that the NAWDC Commander develop guidance for Navy personnel maintaining NAWDC aircraft that includes a clear definition of the minimum number of mission-capable aircraft to meet CVW training requirements that aligns with NAWDC's readiness standards and the aircraft system requirements in the Mission-Essential Subsystems Matrix for aircraft used as adversary aircraft for the CVW training.

(U) Management Comments and Our Response

(U) The NAWDC Commander partially agreed with the recommendation to include aircraft system requirements in the Mission Essential Subsystems Matrix in the logistics support contract performance work statement and to develop guidance for Navy personnel maintaining the aircraft. In addition, we reviewed the draft performance work statement for the logistics support contract and determined that it includes clearly defined minimum numbers of mission-capable aircraft and aircraft system requirements in the Mission Essential Subsystems Matrix. Therefore, the recommendation is resolved but will remain open. We will close this recommendation once management provides the final performance work statement.

(U) The Commander's comments did not address the recommendation to include a clear definition of the minimum number of mission-capable aircraft that aligns with NAWDC's readiness standards or the aircraft system requirements in the Mission-Essential Subsystems Matrix for aircraft used as adversary aircraft for the CVW training in the guidance for Navy personnel maintaining the aircraft. Therefore, the recommendation is unresolved. We request that the Commander provide comments on the final report to address the recommendation. Please see the Recommendations Table on the next page for the status of recommendations.

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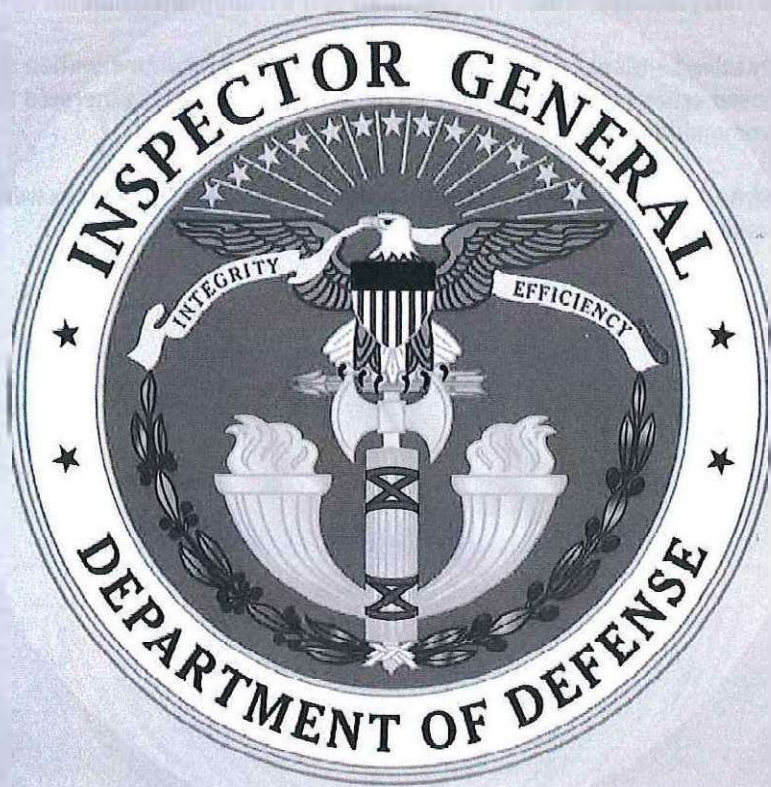
(U) Recommendations Table

(U) Management	Recommendations Unresolved	Recommendations Resolved	Recommendations Closed
Commander, Naval Aviation Warfighting Development Center	2.a, 2.b	1.a, 1.b	(U)

(U) NOTE: The following categories are used to describe agency management's comments to individual recommendations.

- **(U) Unresolved** – Management has not agreed to implement the recommendation or has not proposed actions that will address the recommendation.
- **(U) Resolved** – Management agreed to implement the recommendation or has proposed actions that will address the underlying finding that generated the recommendation.
- **(U) Closed** – DoD OIG verified that the agreed upon corrective actions were implemented.

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INSPECTOR GENERAL
DEPARTMENT OF DEFENSE
4800 MARK CENTER DRIVE
ALEXANDRIA, VIRGINIA 22350-1500

May 25, 2021

(U) MEMORANDUM FOR UNDER SECRETARY OF DEFENSE FOR ACQUISITION AND
SUSTAINMENT
UNDER SECRETARY OF DEFENSE FOR PERSONNEL AND
READINESS
DIRECTOR, JOINT STAFF
AUDITOR GENERAL, DEPARTMENT OF NAVY

(U) SUBJECT: Audit of Aircraft Readiness at the Naval Aviation Warfighting
Development Center (Report No. DODIG-2021-086)

(U) The final report provides the results of the DoD Office of Inspector General's audit. We previously provided copies of the draft report and requested written comments on the recommendations. We considered management's comments on the draft report when preparing the final report. These comments are included in the report.

(U) The Commander of the Naval Aviation Warfighting Development Center partially agreed with the recommendations presented in the report. Management's comments and associated actions addressed the first recommendation; therefore we consider this recommendation resolved but open. As discussed in the Recommendations, Management Comments, and Our Response section of the report, we will close this recommendation when you provide us documentation showing that all agreed-upon actions to implement the recommendation are completed.

(U) Management's comments did not address the second recommendation; therefore, we consider this recommendation unresolved. We will track this recommendation until an agreement is reached on the actions you will take to address the recommendation and you have submitted adequate documentation showing that all agreed-upon actions are completed.

(U) DoD Instruction 7650.03 requires that recommendations be resolved promptly. For the unresolved recommendation, please provide us within 30 days your response concerning specific actions in process or completed on the recommendation. For the resolved recommendation, please provide us within 90 days your response concerning specific actions in process or completed on the recommendations. Your response should be sent to rfunet@dodig.smil.mil.

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(U) If you have any questions or would like to meet to discuss the audit, please contact me at [REDACTED] (DSN [REDACTED]). We appreciate the cooperation and assistance received during the audit.



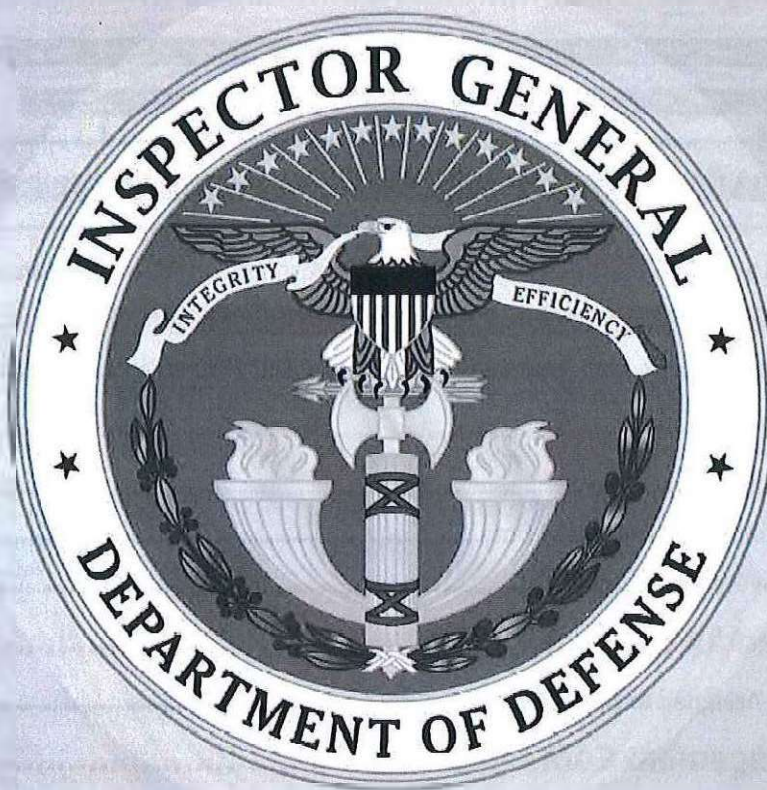
Richard B. Vasquez
Assistant Inspector General for Audit
Readiness and Global Operations

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(U) Introduction

(U) Objective

(U) The objective of the audit was to determine whether the aircraft used as adversary aircraft for training in support of the Naval Aviation Warfighting Development Center (NAWDC) at Naval Air Station (NAS) Fallon, Nevada, were mission capable and adequately available for use in training carrier air wings (CVWs) in a realistic threat environment in preparation for deployment.¹ NAWDC considers an aircraft mission capable when it can perform all aspects of its required CVW training objectives, such as night combat search and rescue and defense counter air. See Appendix A for a discussion of the scope and methodology and prior coverage.

(U) Background

(U) Naval Air Station Fallon

(U) NAS Fallon and the Fallon Range Training Complex are the Navy's integrated strike warfare training facilities supporting current and emerging national defense requirements. Together, their mission is to support CVWs preparing to deploy, and other units participating in training events, including joint and multinational training and exercises. The Navy has nine active CVWs, all of which are required to train at NAS Fallon before deployment. NAS Fallon is the home of NAWDC.

(U) Naval Aviation Warfighting Development Center

(U) NAWDC, located at NAS Fallon, Nevada, was established to enhance fleet warfighting capabilities and combat readiness.² NAWDC provides flight training, academic instructional classes, and direct operational and intelligence support to aircrews, units, and CVWs. Specifically, NAWDC's mission is to:

- (U) train naval aviators in advanced combat techniques across assigned combat mission areas;
- (U) develop, validate, and standardize combat techniques for naval aviation; and
- (U) train CVWs to execute major combat operations.

¹ (U) A CVW is an operational naval aviation organization composed of several aircraft units and detachments of various types of fixed-wing and rotary-wing aircraft.

² (U) NAWDC was formerly known as the Naval Strike and Air Warfare Center.

(U) The NAWDC Commander reports directly to the Commander of Naval Air Forces (COMNAVAIRFOR), who reports to the Commander of U.S. Pacific Fleet, who in turn reports to the Chief of Naval Operations. NAWDC consists of 120 officers, 140 enlisted members, 50 civilians, and 250 contract personnel. NAWDC has the following ~~NAV~~ assigned aircraft, identified by the type, model, and series of aircraft.

- (U) ~~NAV~~ E-2C Hawkeyes (Hawkeye)
- (U) ~~NAV~~ EA-18G Growlers (Growler)
- (U) ~~NAV~~ F-16A/B Fighting Falcons (Fighting Falcon)
- (U) ~~NAV~~ F/A-18A/B/C/D Hornets (Hornet)
- (U) ~~NAV~~ F/A-18E/F Super Hornets (Super Hornet)
- (U) ~~NAV~~ MH-60S Seahawk Helicopters (Seahawk)

(U) See Appendix B for complete listing of aircraft assigned to NAWDC.

(U) Types of Training Provided By NAWDC

(U) NAWDC's primary function is to conduct training for all naval carrier aviation. This includes conducting individual and unit-level training, CVW training events, and additional training functions, as described below.

- (U) Individual-level training focuses on weapons and tactics instructor programs to ensure that air combat training elements remain standardized, effective, and current. NAWDC supports weapons and tactics instructor training and qualification programs for the Hornet, Super Hornet, Hawkeye, Seahawk, and Growler.
- (U) Unit-level training builds on skills developed in the individual-level training to further advance the aviator's skills in a more rigorous environment. Each aircraft school ensures that guidance and advanced aircraft capabilities are standardized in the course syllabus in preparation for CVW training events.
- (U) CVW training events focus on joint and Navy tactical-level mission-essential tasks (tasks that are essential to accomplishing defined missions) required of naval air forces by current operations, operations plans, concept of operations plans, and direction from higher authority. This training builds from skill sets learned during unit-level training and advanced readiness programs. During CVW training events, NAWDC aircraft act as adversary aircraft to the fleet aircraft to simulate realistic combat scenarios. The types of aircraft used as

(U) adversary aircraft for CVW training events include the Fighting Falcon, Hornet, Super Hornet, and Seahawk.

- (U) Additional training functions include operating and maintaining fleet equipment (other than aircraft), mission planning, command and control, and in-service reporting systems at NAWDC and the Fallon Range Training Complex.

(U) Carrier Air Wing Training Requirements

(U) NAWDC uses ~~NAVY (S)~~ of the ~~NAVY (S)~~ aircraft as adversary aircraft to train CVWs in a realistic threat environment using joint and Navy tactical-level training in combat mission areas before deployment. The remaining ~~NAVY (S)~~ aircraft are used for other training classes offered by NAWDC, such as Navy Airborne Electronic Attack Weapons School and Carrier Airborne Early Warning Weapons School. To provide the realistic threat environment, NAWDC developed the CVW training syllabus using recommendations and experience from various sources, such as:

- (U) major combat operations;
- (U) development, validation, review, and standardization of combat techniques; and
- (U) special operations forces integration.

(U) The CVW training syllabus includes training events necessary to ensure the combat readiness of deploying forces by assessing CVW execution of combat techniques against the aircraft used as adversary aircraft in a realistic threat environment. The CVW training syllabus established the desired (ideal number) and required (minimum number) of aircraft to be used as adversary aircraft by type, model, and series for the Fighting Falcon, Hornet, Super Hornet, and Seahawk. The number of aircraft listed in the training syllabus indicates the number of sorties (from this point forward referred to as operational flights in this report) required to support each CVW training.³ An aircraft can participate in multiple operational flights during CVW training events.

(U) Mission-Essential Subsystems Matrix Requirements

(U) COMNAVAIRFOR Instruction 4790.2C describes the maintenance policies, procedures, and responsibilities for aviation maintenance support.⁴ COMNAVAIRFOR Instruction 4790.2C includes the Mission-Essential Subsystems Matrix (MESM), which provides a list of aircraft equipment, systems, and subsystems that must be functional to qualify an aircraft as mission capable, partially mission capable, or non-mission

³ (U) COMNAVAIRFOR 4790.2C, "The Naval Aviation Maintenance Program," dated January 15, 2017, defines a sortie as an operational flight by one aircraft.

⁴ (U) COMNAVAIRFOR Instruction 4790.2C, "The Naval Aviation Maintenance Program," January 15, 2017.

(U) capable. The MESM requirements are considered essential for performing specific missions, achieving required readiness, and meeting maintenance standards and safety requirements. However, the list of aircraft equipment, systems, and subsystems found in the MESM are not all required for using an aircraft as adversary aircraft to train CVWs in a realistic threat environment. For the purposes of this audit, we reviewed only the aircraft systems and subsystems found in the MESM that are critical for aircraft to be used as adversary aircraft for CVW training, such as the radar and Global Positioning System. Therefore, we considered aircraft that can perform all aspects of their required CVW training objectives as mission capable.

(U) NAWDC Aircraft Maintenance Contract

(U) NAWDC aircraft maintenance is performed under a contract awarded by the Naval Air Systems Command (NAVAIR). NAVAIR support includes research, design, development, and systems engineering; acquisition; test and evaluation; training facilities and equipment; repair and modification; and in-service engineering and logistics support. On December 11, 2014, NAVAIR awarded indefinite-delivery, indefinite-quantity contract N00019-15-D-0001, effective February 1, 2015, with a base year and four option years, that includes both cost reimbursable and firm-fixed-price contract line items for the maintenance of the ^{Navy (b)(1)(1.7e)} aircraft assigned to NAWDC. Specifically, the contract is for the organizational, selected intermediate, and limited depot-level aircraft maintenance and logistics support services, as described below.

- (U) Organizational maintenance includes removal, reinstallation, operation, test, and checkout of all applicable systems, components, and access panels, and preparation of the aircraft for ground shipment.
- (U) Intermediate maintenance consists of diagnostic testing, repair or replacement of unserviceable parts, and limited manufacture of parts.
- (U) Limited depot maintenance consists of painting the aircraft. Navy personnel perform depot-level maintenance that requires the major overhaul, upgrading, or rebuilding of parts and systems offsite at Navy Fleet Readiness Centers. The NAWDC aircraft maintenance contract accounts for ^{Navy (b)(1)(1.7e)} aircraft to be offsite in Navy depot maintenance at all times. However, the contract also requires the contractor to complete maintenance preparation of aircraft arriving for an event and aircraft that are returning after offsite repairs are completed. The contract also requires the contractor to provide parts support for aircraft undergoing depot-level maintenance.
- (U) Logistic support services include the materials and services required to enable the operating forces to operate, maintain, and repair the aircraft within the maintenance guidelines defined for aircraft.

(U) The NAWDC contract was initially awarded for a total not-to-exceed value of [REDACTED] million, including the base year and four option years. Between March 2015 and July 2020, NAVAIR issued 29 modifications, such as increased flight hours and wage adjustments. As of January 2021, the maximum value of the contract was [REDACTED] million. On January 30, 2019, NAVAIR exercised the last option year, which expired on January 31, 2020. However, NAVAIR extended the aircraft maintenance contract for 6 months, until July 31, 2020, under Section 52.217-8, "Option to Extend Services" clause of the Federal Acquisition Regulation.⁵ Furthermore, on July 30, 2020, NAVAIR executed a task order that extended aircraft maintenance services through January 31, 2021. A bridge contract began on February 1, 2021. As of December 2020, [REDACTED] million had been obligated under the contract. Table 1 provides a summary of the NAWDC contract modifications that significantly changed the contract value.

(U) Table 1. NAWDC Contract Modifications That Significantly Changed Contract Value

(U) Contract Modifications	Effective Date	Total Contract Value (in Millions)	Exercised Total (in Millions)	Reason Contract Modified
Base Contract	02/01/2015	[REDACTED]	[REDACTED]	Contract Awarded
Modification 3	02/01/2016	[REDACTED]	[REDACTED]	Option year 1 exercised; scope increase for increased maintenance cost due to increased flight hours
Modification 5	08/01/2016	[REDACTED]	[REDACTED]	Decreased contract value; service structure changed to streamline number of total flight hours
Modification 6	02/01/2017	[REDACTED]	[REDACTED]	Option year 2 exercised; scope increase for increased maintenance cost due to streamlined total flight hours in Modification 5
Modification 27	05/07/2020	[REDACTED]	[REDACTED]	Contract value increased due to issued task order to extend aircraft maintenance services (U)

(U) Source: The DoD OIG.

⁵ (U) Federal Acquisition Regulation, Clause 52.217-8 states, "The government may require continued performance of any services within the limits and at the rates specified in the contract. The option provision may be exercised more than once, but the total extension of performance hereunder shall not exceed 6 months."

(U) Carrier Air Wing, Fleet, and Reserve Units

(U) CVWs are naval aviation units consisting of several aircraft units and various types, models, and series of aircraft. CVWs are trained to operate and conduct operations from an aircraft carrier and can include up to 70 aircraft. We announced our audit in February 2019 and included the then most recent CVW training events, which occurred from November 2017 to November 2018.⁶ We analyzed each CVW training event to determine the readiness of aircraft, identify systemic problems that occurred with aircraft availability, and determine how NAWDC addressed those challenges. We reviewed all training syllabus, final flight schedules, and daily status reports associated with the following CVWs.

- (U) Carrier Air Wing 1 (CVW-1) – CVW-1 is based at NAS Oceana, Virginia, and assigned to the USS *Harry Truman*.
- (U) Carrier Air Wing 2 (CVW-2) – CVW-2 is based at NAS Lemoore, California, and assigned to the USS *Carl Vinson*.
- (U) Carrier Air Wing 7 (CVW-7) – CVW-7 is based at NAS Oceana, Virginia, and assigned to the USS *Dwight D. Eisenhower*.
- (U) Carrier Air Wing 9 (CVW-9) – CVW-9 is based at NAS Lemoore, California, and assigned to the USS *John C. Stennis*.

(U) In addition, we reviewed aircraft cost data provided for CVW, Fleet, and Reserve units to determine the cost of augmenting NAWDC operational flights in an effort to meet its CVW training mission. Specifically, we reviewed cost data provided for the following CVW, Fleet, and Reserve units.

- (U) Fighter Squadron Composite 12 (VFC-12) – VFC 12 is a Reserve unit based at NAS Oceana, Virginia.
- (U) Strike Fighter Squadron 204 (VFA-204) – VFA-204 is a Reserve unit based at NAS Joint Reserve Base in New Orleans, Louisiana.

⁶ (U) Since November 2018, NAWDC personnel have continued to report aircraft readiness challenges for CVW training.

- (U) Strike Fighter Wing, U.S. Pacific (Strike Fighter Wing Pacific) – Strike Fighter Wing Pacific is a fleet unit based at NAS Lemoore, California.⁷
- (U) Carrier Air Wing 8 (CVW-8) – CVW-8 is based at NAS Oceana, Virginia, and assigned to the USS *George H.W. Bush*.

(U) Review of Internal Controls

(CU) DoD Instruction 5010.40 requires DoD Components to establish a program to review, assess, and report on the effectiveness of their internal controls and defines internal controls as the organization, policies, and procedures that help program and financial managers achieve results and safeguard the integrity of their programs by reducing the risk of adverse activities.⁸ We identified internal control weaknesses related to Navy (b)(1)(1.7e)

We will provide a copy of the report to the senior officials responsible for internal controls.

⁷(U) Strike Fighter Wing Pacific Fleet provides combat-ready strike fighter units trained to conduct carrier-based, all-weather, attack, fighter, and support missions as required by the fleet tactical commander. The Commander of Strike Fighter Wing Pacific maintains close liaison with CNAF, U.S. Pacific Fleet, and embarked air wing commanders in the execution of this mission.

⁸ (U) DoD Instruction 5010.40, "Managers' Internal Control Program Procedures," May 30, 2013.

(U) Finding

(S) Navy (b)(1)(1.4a), (b)(1)(1.4g) [REDACTED]
[REDACTED]


(S) Navy (b)(1)(1.4a), (b)(1)(1.4g) [REDACTED]
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(S) Navy (b)(1)(1.4a), (b)(1)(1.4g) [REDACTED]
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[REDACTED]
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[REDACTED]















(S) Navy (b)(1)(1.4a), (b)(1)(1.4g) [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

(U) Finding


~~(S)~~ Navy (b)(1)(1.4a), (b)(1)(1.4g)



~~(S)~~ Navy (b)(1)(1.4a), (b)(1)(1.4g)




~~(S)~~ Table 2. Navy (b)(1)(1.4a), (b)(1)(1.4g)
Navy (b)(1)(1.4a), (b)(1)(1.4g)







~~(S)~~ Source: The DoD OIG.

~~(CU)~~ Navy (b)(1)(1.7e)




~~(CU)~~ Navy (b)(1)(1.7e)



(U) Finding

~~(CUI)~~ Navy (b)(1)(1.7e)



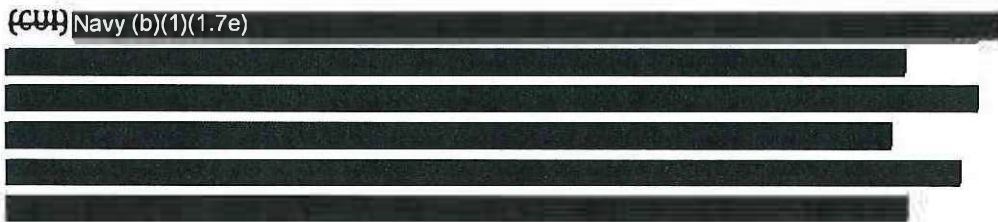
~~(CUI)~~ Table 3. Navy (b)(1)(1.7e)

~~(CUI)~~
Navy (b)(1)(1.7e)



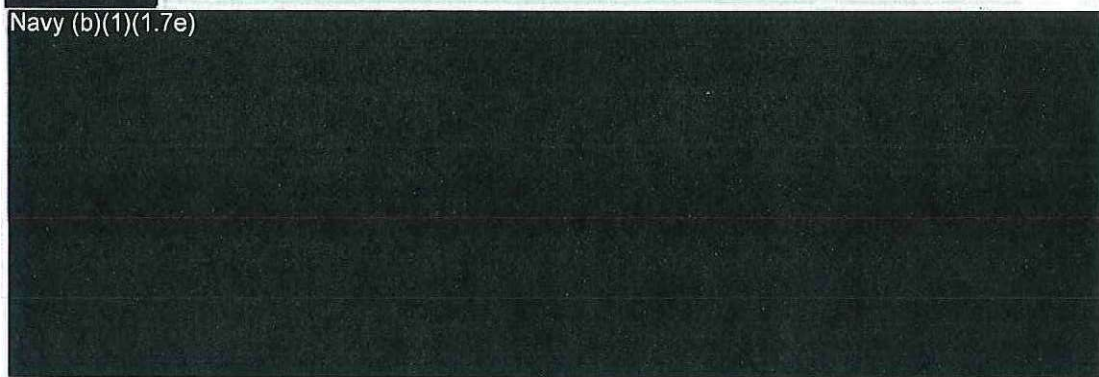
~~(CUI)~~ Source: The DoD OIG.

~~(CUI)~~ Navy (b)(1)(1.7e)



~~(CUI)~~ Table 4. Navy (b)(1)(1.7e)

~~(CUI)~~
Navy (b)(1)(1.7e)



~~(CUI)~~ Source: The DoD OIG.

~~(S)~~ Navy (b)(1)(1.4a), (b)(1)(1.4g)

~~(CU)~~ Navy (b)(1)(1.7e)

(U) Navy (b)(1)(1.7e)

(U) Navy (b)(1)(1.7e)

(U) The December 2014 aircraft maintenance contract requires the contractor to perform all maintenance tasks on the aircraft assigned to NAWDC, including the aircraft used as adversary aircraft for CVW training. Navy (b)(1)(1.7e)

Furthermore, a COMNAVAIRFOR Instruction outlines readiness standards for Naval Air Force units.¹⁰ NAWDC's readiness standards, derived from this instruction, includes a mission-capable standard of 75 percent for each aircraft type.¹¹ Navy (b)(1)(1.7e)

⁹ (U) Strike fighters are multirole combat aircraft designed to operate primarily as attack aircraft, while also incorporating certain performance characteristics of a fighter aircraft for air-to-air combat. NAWDC defines a Ready Basic Aircraft as an aircraft that has the ability to fly but is not necessarily a mission-capable aircraft.

¹⁰ (U) COMNAVAIRFOR Instruction 3510.11C, "Type/Model/Series(T/M/S) Readiness and Resource Standards for Naval Air Force Units," December 18, 2018.

¹¹ (U) Naval Aviation Warfighting Development Center Readiness Standards Enclosure 21, Revised December 1, 2018.

(U) Navy (b)(1)(1.7e) . We did not make recommendations for the December 2014 aircraft maintenance contract because the contract expired on July 31, 2020, and CNAF has identified a plan to transition NAWDC's aircraft maintenance contract from contractor personnel to majority Navy personnel.

(U) Navy (b)(1)(1.7e)

(U) Navy (b)(1)(1.7e)

The MESM includes systems required for an aircraft to be used as adversary aircraft for CVW training.

(U) For example, the Hornet and Super Hornet require several aircraft systems listed in the MESM to be operative in order for the aircraft to be considered mission capable for use as an adversary aircraft for realistic and meaningful training. Those systems include:

- (U) Radar,
- (U) Mission Computer,
- (U) Anti-Collision Light, and
- (U) Global Positioning System.

(U) The Seahawk requires several aircraft systems listed in the MESM to be operative in order for the aircraft to be considered mission-capable for use as adversary aircraft for realistic and meaningful training. Those systems include:

- (U) Low Altitude Warning System,
- (U) Downed Aviator Locator System,
- (U) Anti-Collision Light, and
- (U) Digital Mapping System.

(U) Although the performance work statement requires that aircraft configurations be installed, Navy (b)(1)(1.7e)

(U) Navy (b)(1)(1.7e). These aircraft configurations, Navy (b)(1)(1.7e) include:

- (U) Advanced Tactical Forward-Looking Infrared,
- (U) Advanced weapons data link pod,
- (U) Air Launch Expendable chaff,
- (U) decoy flares, and
- (U) external fuel tanks.

(U) In addition, the performance work statement states that the contractor must provide aircraft maintenance to meet the flying program's daily mission requirements, performing these services in accordance with applicable documents, including COMNAVAIRFOR Instruction 4790.2C. COMNAVAIRFOR Instruction 4790.2C states that all aircraft will be properly equipped per applicable instructions, including the mobility criteria set forth in the MESM. Navy (b)(1)(1.7e)

[REDACTED]

(S) Navy (b)(1)(1.4a), (b)(1)(1.4g)

[REDACTED]

[REDACTED]. We did not make recommendations for the December 2014 aircraft maintenance contract because the contract expired on July 31, 2020, and CNAF has identified a plan to transition NAWDC's aircraft maintenance contract from contractor personnel to majority Navy personnel.

(U) NAVAIR and NAWDC Officials Developed New Aircraft Maintenance Contracts

(U) CNAF developed a 4-year plan to transition NAWDC's aircraft maintenance from being performed primarily by contractor personnel to being performed primarily by Navy personnel. According to CNAF officials, NAVAIR plans to issue two new contracts,

(U) a logistics support contract and a field team contract, before the expiration of the bridge contract.¹²

- (U) The logistics support contract will be for maintenance of NAWDC's Fighting Falcons because the Fighting Falcon is an Air Force aircraft. Therefore, active duty Navy personnel do not have the maintenance expertise for that aircraft.¹³
- (U) The field team contract will be for the maintenance of NAWDC's remaining aircraft, including the Hawkeye, Growler, Hornet, Super Hornet, and Seahawk.¹⁴ According to a NAWDC official, the contractor personnel will gradually be phased out and replaced by Navy personnel by 2022. By 2022, NAWDC plans to have Navy personnel perform maintenance for all of NAWDC's aircraft except Fighting Falcons, with limited contractor support. NAWDC's Fighting Falcons will be maintained solely by contractors.

(U) As of March 2021, NAVAIR is planning to award the contractor logistics support contract by July 1, 2021 and field team contract by August 2021. NAWDC officials have started working with NAVAIR to identify and provide Navy (b)(1)(1.7e)

to be included in the performance work statement for the upcoming contracts. In addition, CNAF has funded 298 maintenance positions for FY 2021 that will be filled by various sources, including reassigned Navy and civilian personnel.

(U) Therefore, we recommend that the NAWDC Commander, in coordination with the NAVAIR Commander, issue a performance work statement for the logistics support contract that includes a clear definition of the minimum number of mission-capable aircraft that aligns with NAWDC's readiness standards to complete the required operational flights to meet CVW training requirements and the aircraft system requirements in the MESM for aircraft used as adversary aircraft for carrier air wing training.

(U) We also recommend that the NAWDC Commander develop guidance for Navy personnel maintaining NAWDC aircraft that includes a clear definition of the minimum number of mission-capable aircraft that aligns with NAWDC's readiness standards to complete the required operational flights to meet CVW training requirements and the

¹² (U) The bridge contract expires on September 30, 2021. However, the contract has an option for a 6-month extension.

¹³ (U) A contractor logistics support contract is a contract where contractors perform logistic support functions such as maintenance, supply and distribution, training, information technology, and software/hardware support.

¹⁴ (U) A field team contract is a contract where contractors perform modifications, maintenance, inspection, and repair of active systems in U.S. Government inventory, such as aircraft, vehicles, and missile systems.

(U) aircraft system requirements in the MESM for aircraft used as adversary aircraft for CVW training.

~~(S)~~ Navy (b)(1)(1.4a), (b)(1)(1.4g)

~~(S)~~ Navy (b)(1)(1.4a), (b)(1)(1.4g)

~~(S)~~ Navy (b)(1)(1.4a), (b)(1)(1.4g)

(U) Recommendations, Management Comments, and Our Response

(U) Revised Recommendations

(U) As a result of management comments, we revised the recommendations to provide clarity on the intent of the recommendations, recommending that the NAWDC Commander include a clear definition of the minimum number of mission-capable aircraft and aircraft system requirements in the logistics support performance work statement and the guidance for Navy personnel maintaining NAWDC aircraft. In addition, we revised Recommendation 2, removing the Commander of the Naval Air Systems Command because the Navy personnel maintaining NAWDC aircraft will not be contractors, and the Naval Air Systems Command is involved only with contracting.

(U) Recommendation 1

(U) We recommend that the Commander of the Naval Aviation Warfighting Development Center, in coordination with the Commander of the Naval Air Systems Command, issue a performance work statement for the logistics support contract that includes a clear definition of the:

- a. (U) Minimum number of mission-capable aircraft that aligns with NAWDC's readiness standards to complete the required operational flights to meet carrier air wing training requirements.**
- b. (U) Aircraft system requirements in the Mission-Essential Subsystems Matrix for aircraft used as adversary aircraft for carrier air wing training.**

(U) Commander, Naval Aviation Warfighting Development Center Comments

(U) The NAWDC Commander partially agreed with the recommendation, stating that the minimum number of mission-capable aircraft was included in the 2016 modification to the performance work statement and that NAWDC logistics support personnel are currently maintaining aircraft above the standards described in the modification. Additionally, the Commander stated that the aircraft system requirements in the MESM should be incorporated by reference rather than specifically stated in the performance work statement to allow for changes to aircraft requirements.

(U) Our Response

(U) Comments from the Commander met the intent of the recommendation to ensure that the performance work statement for the logistics support contract to be awarded in the summer of 2021 includes aircraft system requirements in the MESM. In addition, we reviewed the draft performance work statement for the logistics support contract and determined that it included clearly defined minimum numbers of mission-capable aircraft and aircraft system requirements in the MESM. Therefore, the recommendation is resolved but will remain open. We will close the recommendation once the Commander provides the final performance work statement for the logistics support contract that includes clearly defined minimum numbers of mission-capable aircraft and the aircraft system requirements in the MESM for aircraft used as adversary aircraft for carrier air wing training.

(U) Recommendation 2

(U) We recommend that the Commander of the Naval Aviation Warfighting Development Center develop guidance for Navy personnel maintaining Naval Aviation Warfighting Development Center aircraft that includes a clear definition of the:

- a. (U) Minimum number of mission-capable aircraft that aligns with NAWDC's readiness standards to complete the required operational flights to meet carrier air wing training requirements.**
- b. (U) Aircraft system requirements in the Mission-Essential Subsystems Matrix for aircraft used as adversary aircraft for carrier air wing training.**

(U) Commander, Naval Aviation Warfighting Development Center Comments

(U) The NAWDC Commander partially agreed with the recommendation, stating that the minimum number of mission-capable aircraft was included in the 2016 modification to the performance work statement and that NAWDC logistics support personnel are currently maintaining aircraft above the standards described in the modification. Additionally, the Commander stated that the aircraft system requirements in the MESM should be incorporated by reference rather than specifically stated in the performance work statement to allow for changes to aircraft requirements.

(U) Our Response

(U) Comments from the NAWDC Commander did not address the specifics of the recommendation to develop guidance for Navy personnel maintaining NAWDC aircraft; therefore, the recommendation is unresolved. Starting in August 2021, NAWDC is transitioning from contractor support to Navy personnel for the maintenance of the Hornet, Super Hornet, Seahawk, Growler, and Hawkeye and Navy personnel do not follow the requirements outlined in the contract performance work statement. Therefore, we recommended that the clearly defined minimum number of mission-capable aircraft that aligns with NAWDC's readiness standards and aircraft system requirements in the MESM for aircraft used as adversary aircraft for carrier air wing training be incorporated into guidance for the Navy personnel maintaining these aircraft. We request that the NAWDC Commander provide comments on the final report to address the recommendation.

(U) Appendix A

(U) Scope and Methodology

(U) We conducted this performance audit from February 2019 through March 2021 in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

(U) Our audit objective was specific to NAWDC's CVW training events. We started the audit by selecting the most recent CVW training, which occurred from September to October 2018. Based on interviews with NAWDC officials and our review of NAWDC final flight schedules and ready-for-flight status reports, we identified situations that occurred during a prior CVW training event that caused significant NAWDC aircraft readiness concerns. Therefore, we expanded our scope to include the November 2017 to November 2018 CVW training. We reviewed the following CVW trainings. Internal Control Assessment and Compliance

- (U) CVW-1
- (U) CVW-2
- (U) CVW-7
- (U) CVW-9

(U) By expanding our scope, we could compare readiness of aircraft, identify systemic problems that occurred with aircraft availability, and determine how NAWDC tried to address those challenges during the CVW training events. In addition, we could include the impact on NAWDC's mission when NAWDC closed down operations from January through March 2018 because of the lack of available NAWDC aircraft.

(U) Interviews, Site Visits, and Documentation

(U) We conducted site visits, interviews, and telephone conferences from February through October 2019. Specifically, we visited the following locations.

- (U) NAVAIR, Patuxent River, Maryland
- (U) Naval Air Station Fallon in Fallon, Nevada

(U) During the NAWDC site visit, we interviewed NAWDC officials responsible for developing naval aviation training standards, training naval air forces, monitoring the execution of the contract per Navy maintenance practices, and providing daily oversight of the contractors performing aircraft maintenance at NAWDC. Specifically, we interviewed the following officials.

- (U) Director of Headquarters
- (U) Director of Operations
- (U) Training Department Heads
- (U) Contract Maintenance Management Team
- (U) prior Maintenance Officer
- (U) Alternative Contracting Officer's Representative
- (U) Safety Officer

(U) During the NAVAIR site visit, we interviewed officials responsible for the award and management of the NAWDC aircraft maintenance contract. Specifically, we interviewed the contracting officer and contracting specialist. We also spoke with officials from the NAVAIR Aircraft Program Office responsible for developing contract requirements for aircraft maintenance.

(U) In addition to the NAWDC and NAVAIR officials, we spoke with CNAF officials responsible for the achievement of maximum operational readiness of naval aviation systems and equipment, including those systems maintained by contractors.

(U) We obtained and reviewed the final flight schedules to determine what CVW training events occurred, identify the number of NAWDC-provided operational flights, and identify Navy (b)(1)(1.7e)

[REDACTED]

(U) We obtained and reviewed the CVW training syllabus to identify the minimum number of operational flights required during CVW training events. Specifically, we analyzed the CVW training syllabus data and determined that a Navy (b)(1)(1.7e)

(U) Navy (b)(1)(1.7e)

(U) We obtained and reviewed data from daily status reports to identify NAWDC aircraft maintenance problems. We also reviewed the daily status reports to determine the mission-capability status of each aircraft and compared the aircraft status to the MESM to verify each aircraft's mission-capability status. Navy (b)(1)(1.7e)

In addition, we compared the aircraft requirements in the CVW training syllabus to the number of operational flights NAWDC provided during CVW training to determine whether NAWDC provided aircraft for the minimum number of operational flights required by the CVW training syllabus. Lastly, we obtained and reviewed aircraft cost data provided for CVW, Fleet, and Reserve units to determine the cost of augmenting NAWDC operational flights in an effort to meet its CVW training mission.

(U) We obtained and reviewed the performance work statement for the NAWDC maintenance contract to identify the contractor's maintenance requirements for each assigned aircraft type, model, and series and compared the performance work statement requirements to the CVW training syllabus minimum aircraft requirements to determine whether aircraft requirements were clearly defined. We also compared the aircraft system requirements in the performance work statement to the systems required for using an aircraft as adversary aircraft to train CVWs found in the MESM to determine whether aircraft system requirements were defined in the performance work statement.

(U) We obtained and reviewed data from the Defense Readiness Reporting System–Navy for CVW, Fleet, and Reserve units that augmented CVW training with additional aircraft to determine whether the augmenting units were able to meet their core mission or mission-essential tasks while providing additional support to NAWDC. We excluded the Strike Fighter Wing Pacific from our Defense Readiness Reporting System–Navy review because it is a training unit. We also used the Defense Readiness Reporting System–Navy data to identify additional aircraft maintenance problems.

(U) Criteria Used

(U) We reviewed the following criteria during our audit of the aircraft used as adversary aircraft for training in support of NAWDC. We used the following Navy instructions to identify the critical systems required for aircraft to be used as adversary aircraft for training.

- (U) COMNAVAIRFOR Instruction 4790.2, "MH-60S Mission Essential Subsystem Matrix," June 2, 2017, includes the critical systems required for the Seahawk to act as adversary air for CVW training.

- (U) COMNAVAIRFOR Instruction 4790.2, "F/A-18 A/B/C/D Mission Essential Subsystem Matrix," May 31, 2016, includes the critical systems required for the Hornet to act as adversary air for CVW training.
- (U) COMNAVAIRFOR Instruction 4790.2, "F/A-18 E/F Mission Essential Subsystem Matrix," August 28, 2017, includes the critical systems required for the Super Hornet to act as adversary air for CVW training.
- (U) COMNAVAIRFOR Instruction 4790.2B, "F-16 A/B Mission Essential Subsystem Matrix," November 18, 2015, includes the critical systems required for the Fighting Falcon to act as adversary air for CVW training.

(U) Use of Computer-Processed Data

(U) We used computer-processed data to perform this audit. Specifically, we obtained aircraft readiness information from the following sources.

- (U) The Sierra Hotel Aviation Reporting Program database – provides the Navy with the ability to capture post-flight information, schedule training activities such as flights, simulators and ground events, and is used to manage pilot qualifications and track currency (minimum flight hours needed to maintain pilot proficiency).
- (U) Aviation Maintenance and Supply Readiness Reporting database – provides a daily status report of aircraft that includes the quantity of aircraft and mission systems, and their material condition.
- (U) Defense Readiness Reporting System–Navy – captures readiness and provides near real-time assessments of the Navy's ability to perform assigned missions, including Navy commander plan objectives regarding their current level of resources.

(U) We used the Sierra Hotel Aviation Reporting Program data to determine what CVW training events occurred and to identify the number of NAWDC-provided aircraft by type, model, and series, and the number of additional aircraft augmented during the identified CVW training events. We used the Aviation Maintenance and Supply Readiness Reporting reports to identify problems with NAWDC aircraft maintenance and determine the mission capability status of NAWDC-provided aircraft by type, model, and series. Based on this information, the audit team has deemed the system reliable for purposes of this audit, and the information was verifiable by the other information systems reviewed.

(U) We obtained data from the Defense Readiness Reporting System–Navy, which is a reporting system that provides the Navy a way to report on its readiness, to identify and assess mission capability in areas, including personnel, equipment, supply, training, ordnance, and facilities. The Office of the Chief of Naval Operations Fleet Readiness Division is responsible for monitoring Defense Readiness Reporting System–Navy reporting and databases for completeness, timeliness, and accuracy. We determined that the system controls provide assurance that Defense Readiness Reporting System–Navy data are accurate and complete. Therefore, we determined that the data obtained from the Defense Readiness Reporting System–Navy were reliable for the purposes of supporting our finding, conclusions, and recommendations.

(U) Prior Coverage

(U) During the last 5 years, the Government Accountability Office (GAO) and the DoD Office of Inspector General (DoD OIG) issued four reports discussing naval aviation readiness. Unrestricted GAO reports can be accessed at <http://www.gao.gov>. Unrestricted DoD OIG reports can be accessed at <http://www.dodig.mil/reports.html/>.

(U) GAO

(U) Report No. GAO-19-225T, “Rebuilding Ship, Submarine, and Aviation Readiness Will Require Time and Sustained Management Attention”, December 2018

(U) The Navy has taken steps to address training shortfalls in the surface fleet, but faces persistent maintenance and personnel challenges as it seeks to rebuild ship and submarine readiness. In addition, the Navy and Marine Corps aircraft availability has been limited due to numerous challenges. Aircraft have experienced decreasing availability since FY 2011 and did not meet availability goals in FYs 2017 and 2018. The F-35 has also not met availability goals due to part shortages and poor sustainment planning.

(U) DoD OIG

(U) Report No. DODIG-2020-030, “Audit of Navy and Defense Logistics Agency Spare Parts for F/A-18 E/F Super Hornet,” November 2019

(U) The Navy and the Defense Logistics Agency identified the quantity of the five critical spare parts reviewed that the Navy needed to maintain the operational readiness of the Super Hornet fleet. However, Navy and Defense Logistics Agency officials could not obtain the quantity needed to satisfy current demand and fill back orders. As a result, Navy officials had cannibalized aircraft to obtain needed spare parts (removed working parts from an aircraft and installed those parts on a second aircraft to make the second aircraft operational). Therefore, each act of cannibalization increased the risk of damage to the aircraft or part. In addition, the

(U) Navy may not meet sudden increases in operational mission requirements of the Secretary of Defense's goal of 80-percent mission capable rate for the Super Hornet fleet by the end of FY 2019.

(U) Report No. DODIG-2019-081, "Audit of Training Ranges Supporting Aviation Units in the U.S. Indo-Pacific Command," April 2019

(U) Training ranges and airspace did not have the capability or capacity to support aviation readiness for units assigned to U.S. Indo-Pacific Command. Specifically, the training land, airspace, impact areas, and electronic warfare systems were more limited than what was required for training with ordnance and the aircrafts' capabilities. Therefore, the aviation units in the U.S. Indo-Pacific Command area of responsibility could not train as they would fight, which the National Defense Strategy states is essential for lethality and success in accomplishing theater campaign and operation plan objectives.

(U) Report No. DODIG-2018-141, "United States Marine Corps Aviation Squadron Aircraft Readiness Reporting," August 2018

(U) The Marine Corps Aviation squadron commanders did not accurately report aircraft readiness. Marine Corps readiness reporting guidance is unclear and was interpreted differently by the squadron commanders. Therefore, Marine Corps officials do not have an accurate assessment of what the aircrafts' capabilities currently are, which could negatively impact planning for training and operations by assigning a mission to an aircraft that it is not capable of performing.

(U) Appendix B

(U) Aircraft Assigned to NAWDC

(U) NAWDC has ~~(b)~~ assigned aircraft, including the following aircraft, identified by type, model, and series.

- (U) ~~(b)~~ E-2C Hawkeye
- (U) ~~(b)~~ EA-18G Growler
- (U) ~~(b)~~ F 16A/B Fighting Falcon
- (U) ~~(b)~~ F/A-18A/B/C/D Hornet
- (U) ~~(b)~~ F/A-18E/F Super Hornet
- (U) ~~(b)~~ MH 60S Seahawk

(U) The E-2C Hawkeye is an all-weather, carrier-based tactical airborne warning and control system aircraft that provides early warning and command and controls functions for the carrier strike group.¹⁵ NAWDC has ~~(b)~~ E-2C Hawkeye aircraft assigned.

(U) Figure 1. E-2C Hawkeye



(U) Source: The Navy.

¹⁵ (U) A Carrier Strike Group consists of a CVW and its escorts, such as destroyers, cruisers, and small warships.

(U) The EA-18G Growler is an all-weather electronic and attack aircraft that performs airborne electronic warfare.¹⁶ This aircraft uses electronic attack and a high-speed anti-radiation missile to defeat enemy aircraft.¹⁷ NAWDC has ~~NAVY (S) (U)~~ EA-18G Growler aircraft assigned.

(U) Figure 2. EA-18G Growler



(U) Source: The Navy.

(U) The F-16 A/B Fighting Falcon is a compact, single-engine, multi-role, all-weather fighter aircraft that performs air-to-air combat and air-to-surface attack. NAWDC has ~~NAVY (S) (U)~~ F-16A and ~~NAVY (S) (U)~~ F-16B Fighting Falcon aircraft assigned.

(U) Figure 3. F-16 A/B Fighting Falcon



(FOUO) Source: Ted Carlson/Fotodynamics.com.

¹⁶ (U) Electronic warfare refers to military action involving the use of electromagnetic and directed energy to control the electromagnetic spectrum or to attack the enemy. Airborne electronic warfare programs involve developing and procuring electronic warfare aircraft and electronic warfare systems that are mounted on U.S. aircraft.

¹⁷ (U) High-speed anti-radiation missiles are air-to-surface tactical missiles designed to seek and destroy enemy radar-equipped air defense systems.

(U) The F/A-18 A/B/C/D Hornet is a twin-engine, all-weather, multi-mission tactical aircraft that, while in fighter mode, is used primarily as a fighter escort for fleet air defense and, in attack mode, is used for force protection, interdiction, and air support.¹⁸ NAWDC has ~~FOUO~~ F/A-18 A/B and ~~FOUO~~ F/A-18 C/D Hornet aircraft assigned.

(U) Figure 4. F/A-18 A/B/C/D Hornets



~~(FOUO)~~ Source: Ted Carlson/Fotodynamics.com.

(U) The F/A-18 E/F Super Hornet provides air superiority, fighter escort, reconnaissance, air defense suppression, and day and night precision strike. The F/A-18 E/F models have longer range, increased survivability and lethality, and improved carrier suitability compared to the F/A-18A/B/C/D Hornet. NAWDC has ~~FOUO~~ F/A-18 E/F Super Hornet aircraft assigned.

(U) Figure 5. F/A-18 E/F Super Hornet



~~(FOUO)~~ Source: Ted Carlson/Fotodynamics.com.

¹⁸ (U) Interdiction refers to air operations carried out to disrupt, delay, or destroy the enemy's naval capabilities before it can affect friendly forces.

(U) The MH-60S Seahawk is a twin-engine helicopter used for anti-submarine warfare, search and rescue, anti-ship warfare, cargo lift, and special operations. NAWDC has (S) MH-60S Seahawk helicopters assigned.

(U) Figure 6. MH-60S Seahawk



~~(FOUO)~~ Source: Ted Carlson/Fotodynamics.com.

(U) Management Comments

(U) Naval Aviation Warfighting Development Center



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(U) Management Comments

Subj: RESPONSE TO DODIG RECOMMENDATIONS IN DRAFT REPORT D2019-
D000RL-0115.0000, "AUDIT OF AIRCRAFT READINESS AT THE NAVAL
AVIATION WARFIGHTING DEVELOPMENT CENTER" DATED 01 MARCH 2021

objectives since. With the changing threat, NAWDC does not want to differentiate between a
"blue" and an "adversary" aircraft as we require all systems to work to meet training objectives.
The right aircraft on flight line is a top commander priority, both in numbers and configuration,
to meet emerging requirements.


J. E. TURNER, JR
Director of Headquarters

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(U) Acronyms and Abbreviations

(U) CNAF	Commander of Naval Air Forces
(U) COMNAVAIRFOR	Commander, Naval Air Forces
(U) CVW	Carrier Air Wing
(U) MESM	Mission-Essential Subsystem Matrix
(U) NAS	Naval Air Station
(U) NAVAIR	Naval Air Systems Command
(U) NAWDC	Naval Aviation Warfighting Development Center
(U) VFA	Strike Fighter Squadron
(U) VFC	Fighter Squadron Composite

(U) Sources of Classified Information

(U) The documents listed below are sources used to support information within this report.

SOURCE 1: (S) COMMANDER, NAVAL AIR FORCES READINESS BRIEF COVERING
10/18/2017-12/6/2018.

CLASSIFICATION: SECRET

DERIVED FROM: DDRS-NAVY, AVIATION DATA WAREHOUSE

DECLASSIFICATION DATE: OCTOBER 31, 2042 (2043-12-06)

(U) Glossary

(U) Carrier Air Wing. An operational naval aviation organization composed of several aircraft units of fixed-wing and rotary-wing aircraft.

(U) Carrier Strike Group. Consists of a CVW and its escorts, such as destroyers, cruisers, and small warships.

(U) Electronic Warfare. Military action involving the use of electromagnetic and directed energy to control the electromagnetic spectrum or to attack the enemy. Airborne electronic warfare programs involve developing and procuring electronic warfare aircraft and electronic warfare systems that are mounted on U.S. aircraft.

(U) Field Team Contract. A contract where contractors perform modifications, maintenance, inspection, and repair of active systems in U.S. Government inventory such as aircraft, vehicles, and missile systems.

(U) High-Speed Anti-Radiation Missiles. Air-to-surface tactical missiles designed to seek and destroy enemy radar-equipped air defense systems.

(U) Interdiction. Air operations carried out to disrupt, delay, or destroy the enemy's naval capabilities before it can affect friendly forces.

(U) Logistics Support Contract. A contract where contractors perform logistic support functions such as maintenance, supply and distribution, training, information technology, and software/hardware support.

(U) Ready Basic Aircraft. An aircraft that has the ability to fly but is not necessarily a mission-capable aircraft.

(U) Strike Fighter. A multirole combat aircraft designed to operate primarily as an attack aircraft, while also incorporating certain performance characteristics of a fighter aircraft for air-to-air combat.

(U) Strike Fighter Wing Pacific Fleet. Provides combat-ready strike fighter units trained to conduct carrier-based, all-weather, attack, fighter, and support missions as required by the fleet tactical commander.

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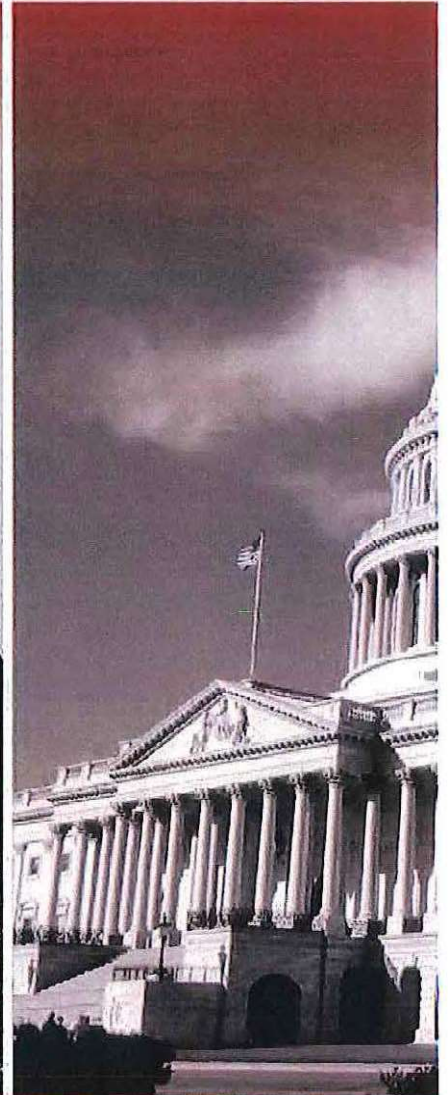
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