

NOAA FLEET COMPOSITION: 2012-2027



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May 2013

Working together to build strong capabilities for tomorrow!

Agenda

- ☉ NOAA Fleet Planning
- ☉ Status of the Federal Oceanographic Fleet
- ☉ NOAA Fleet Composition: 2012-2027
 - ☉ Validated Requirements
 - ☉ The way ahead, an Integrated Roadmap
- ☉ Hydrographic Survey Vessels
- ☉ Status of the NOAA Fleet
- ☉ Status of the Aircraft Fleet
- ☉ Q&A

NOAA Fleet Planning

Purpose:

- Requirements-based, positions NOAA to operate the right mix of assets and options to meet at-sea sampling requirements now and in the future (2027).

Scope:

- Foundation: 2008, *NOAA Ship Recapitalization Plan*
- Update: 2012, *NOAA Fleet Composition: 2012-2027*
 - Evolving economy
 - Rising fuel and operational costs
 - Evolving stakeholder needs
 - Impact of advanced technologies

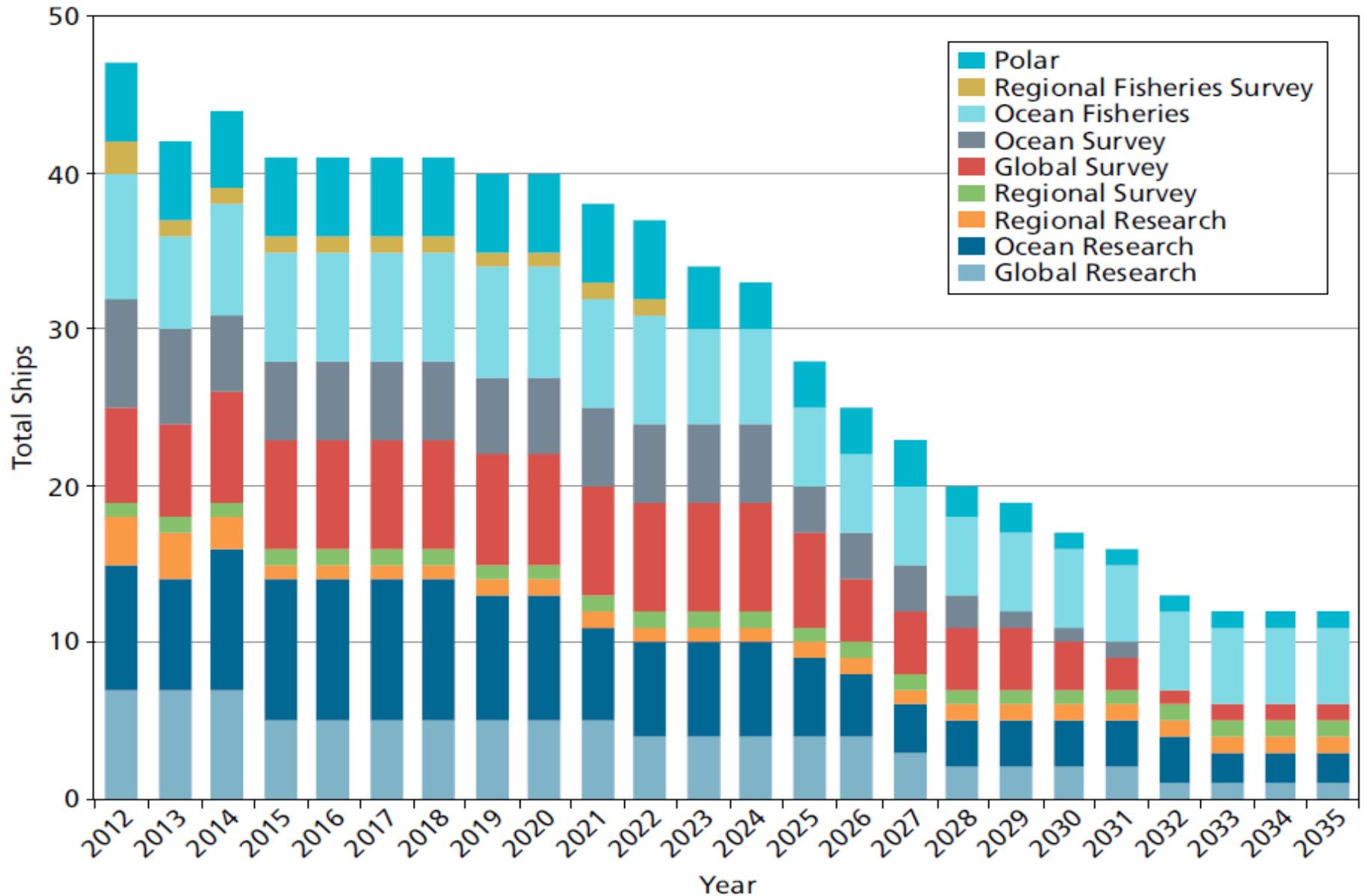
Provides:

- Decision-makers with information to mitigate deterioration of Agency observational capacity now and in the longer term (2027).
 - Service life extensions / Capital investment options / Process improvements



Projected composition of the Federal Fleet, 2012-2034

(Federal Oceanographic Fleet Status Report)



Key Points



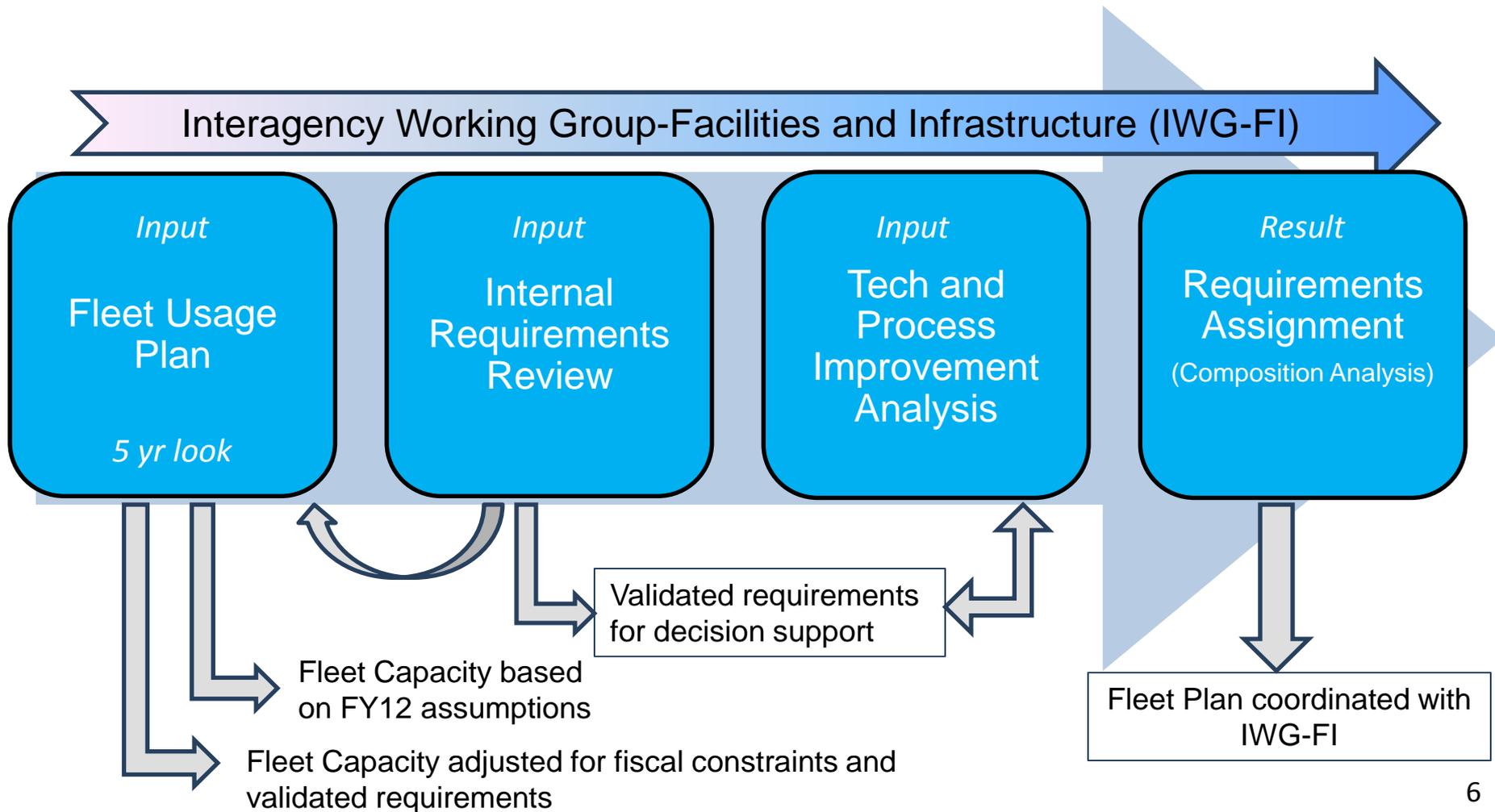
- Changed circumstances warrant fresh thinking:
 - a rigorous look at NOAA's requirements;
 - increased operating costs;
 - the fiscal outlook; and
 - changing technology
- Analyze observation requirements from a platform-neutral perspective: Use the right tool for the job
- Technology infusion: Identify upcoming technologies, and plan junctures to consider adoption/deployment.

Plan now, so we have the tools we need in the future.

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Recent Report: NOAA Fleet Composition: 2012-2027 Process with Linkages



NOAA Validated Requirements

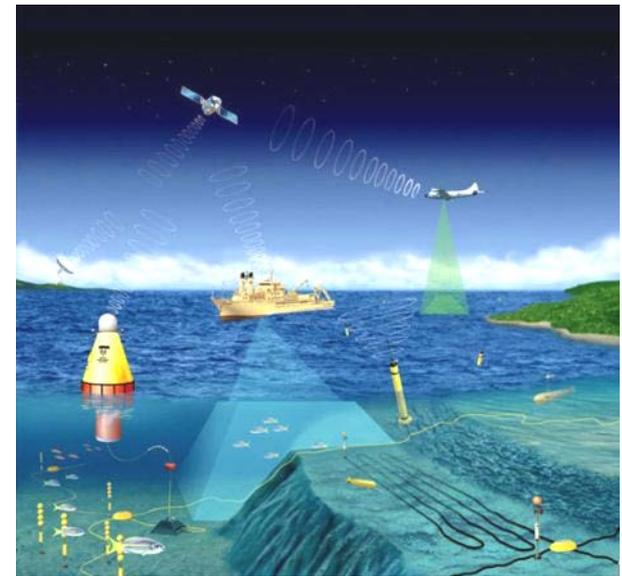
- Rigorous scrub of requirements
- Creates baseline of objectively verifiable needs based on:
 - Documentation via mandates, scientific studies, or ongoing research, and/or
 - Consensus among Program Members, Program Managers, Goal Leads, and Line Office AAs
- With these, NOAA can better set priorities based on mission needs and stakeholder input.



Technology and Business Practice Improvements.

To conduct science at sea, NOAA Fleet needs to use best technology available when available.

- Tools for cutting edge science.
- Cost-savings through efficiencies.
- Strategies to improve operations.
- Foresight to identify likely developments and agility to adopt them.

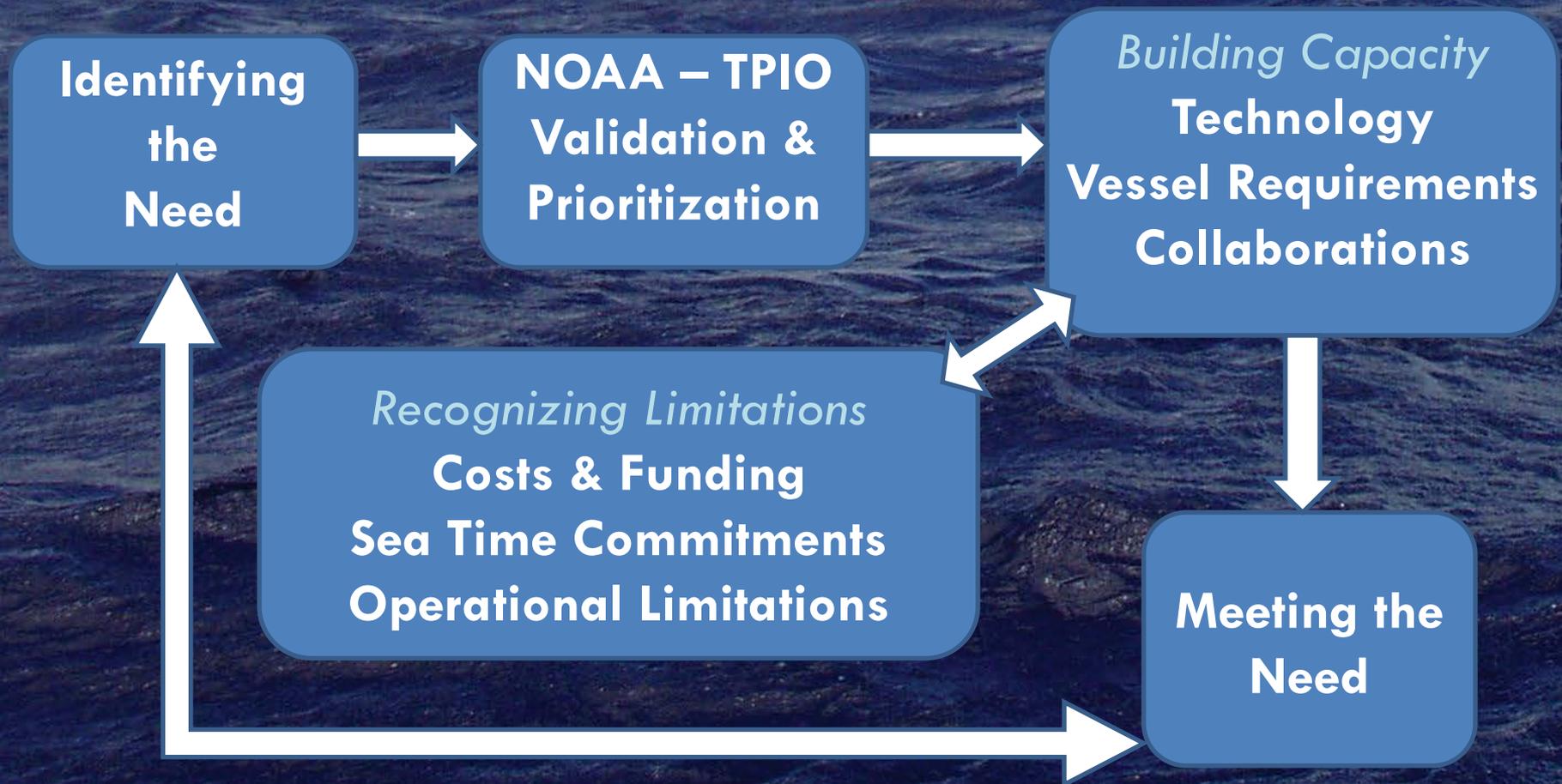


Innovation builds a stronger NOAA Fleet

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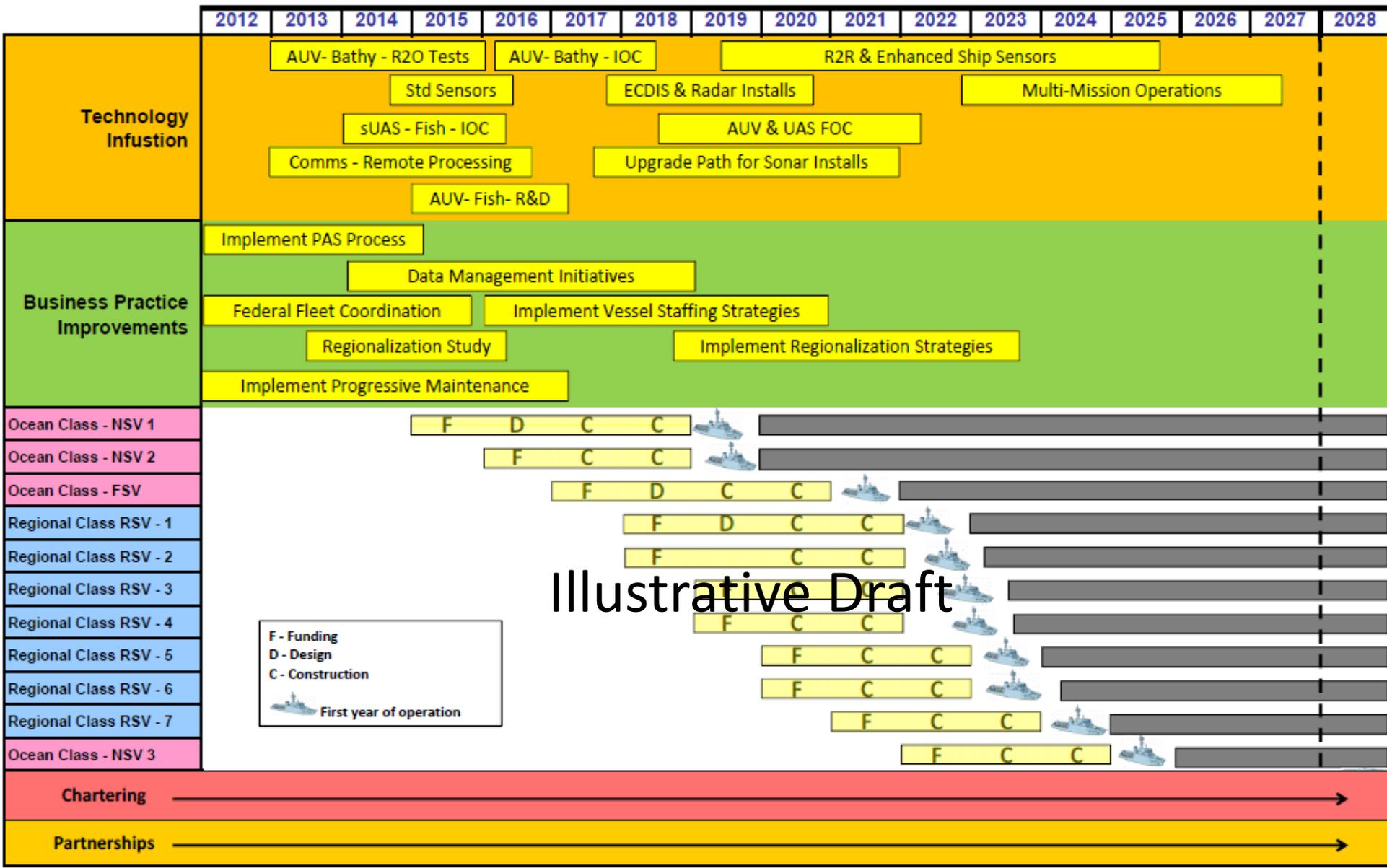
THE RIGHT STRATEGY LEADS TO THE RIGHT MIX OF ASSETS





NOAA Fleet Integrated Roadmap

Based on NOAA Ship Recapitalization Plan (2008) and NOAA Fleet Composition: 2012-2027



Illustrative Draft

F - Funding
 D - Design
 C - Construction
 First year of operation



NOAA Fleet, January 2012

Multi-mission
 Hydrographic Survey
 Ocean Exploration
 Climate
 Ecosystems
 Plan/Build
 First/Last year of operations
 X Inactive

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2022	2024	2025	2026	2027	2028		
RONALD H. BROWN																			
RAINIER																			
NANCY FOSTER																			
THOMAS JEFFERSON																			
FERDINAND HASSLER																			
OSCAR DYSON																			
HENRY B. BIGELOW																			
PISCES																			
BELL M. SHIMADA																			
RUEBEN LASKER (FSV 6)	C																		
MILLER FREEMAN	X	Decommissioned																	
DELAWARE II																			
MCARTHUR II	Inactive																		
KA'IMIMOANA																			
OREGON II																			
OSCAR ELTON SETTE																			
OKEANOS EXPLORER *															X				
FAIRWEATHER															X				
HĪĀLAKAI															X				
GORDON GUNTER															X				

* Okeanos Explorer FY14-24 mission TBD pending resolution of FY14 budget
 Delivery of Reuben Lasker expected in 2013



NOAA Hydrographic Vessels

- *Fairweather*
 - Four new launch davits
 - Underway late FY13 to conduct operations
- *Ferdinand Hassler*
 - Finishing Corrective Action Plan modifications
 - Shifting to home port, New Castle, NH
- *Thomas Jefferson*
 - Operations along East Coast and New England
- *Rainier*
 - Operations in Alaska



Aircraft Fleet





NOAA 5 Year Aircraft Utilization

	2013	2014	2015	2016	2017	2018	2019
WP-3D - N42RF	W&T		SLE/PDM				
WP-3D - N43RF	PDM	W&T			SSI	SLE/PDM	
G-IV - N49RF	ENG						
Jet Prop - N45RF							
Observing Platform	Analyze Validated Requirements			Funding request		Possible Acquisition	
Twin Otter - N46RF							
Twin Otter - N48RF							
Twin Otter - N56RF							
Twin Otter - N57RF							
King Air - N68RF							
Average Fleet Age	28	29	30	31	32	33	34

Legend:  = current NOAA aircraft

SSI = Special Structural Inspection

PDM = Phased Depot Maintenance

 = Aircraft Analysis

SLE = Service Life Extension

ENG = Dual Engine Overhaul

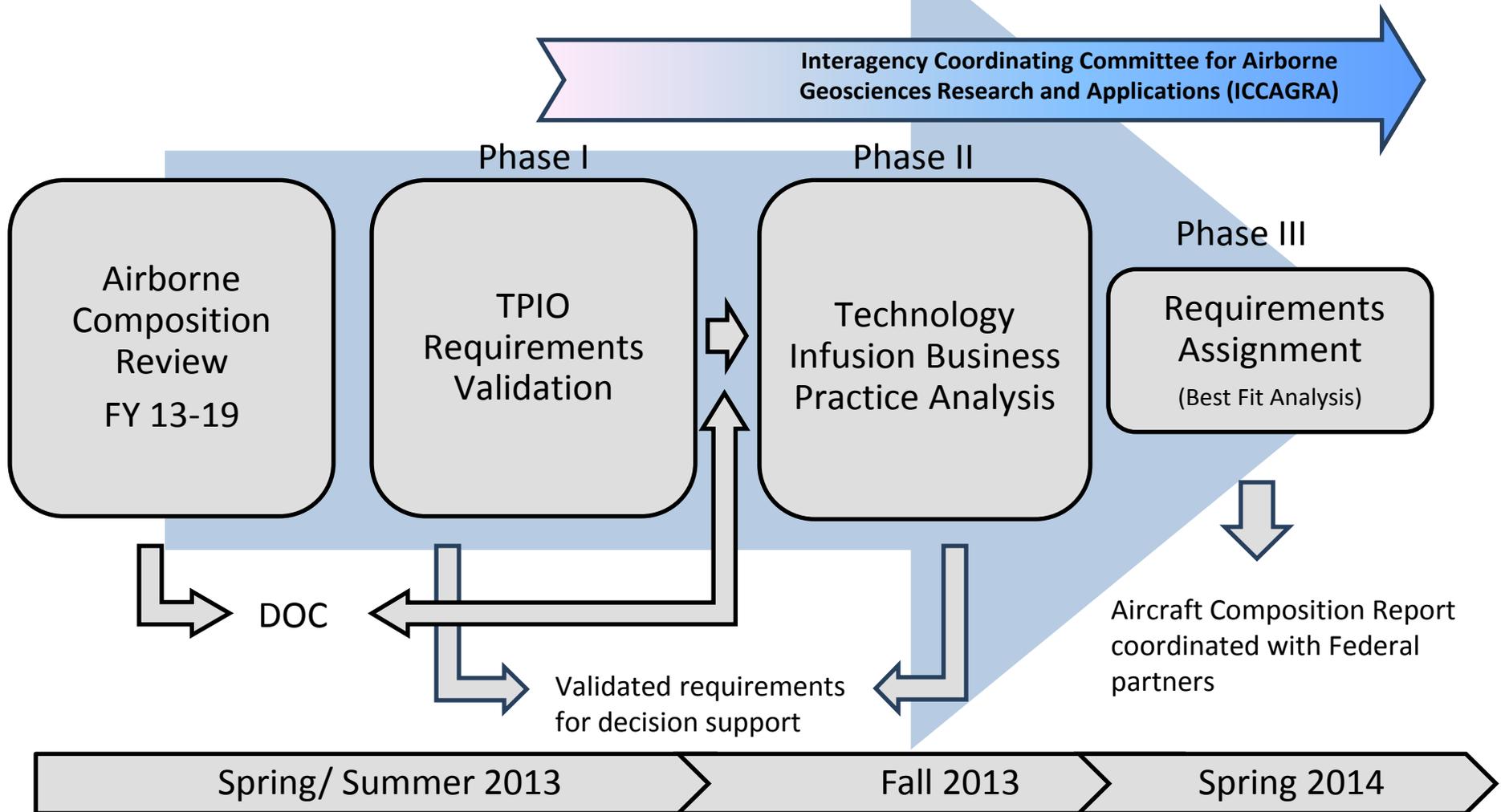


Aircraft Plan Formulation

- Analysis of validated requirements, compare to previous plans (short term & FY 12-26) – Revise as necessary
- Examine potential impacts of advanced technologies and UAS – align with UxS Roadmap, integrate UAS into overall Airborne Observing System
- Synthesize all inputs into report reflecting optimal solution for NOAA to meet airborne observation requirements
- Main focus to get to this point will be on gathering and validating the requirements



Process with Linkages



Moving Forward

- FY13 Sandy Supp addresses P-3 wing needs
- USCG - NOAA Cooperative Maritime Strategy
- NOAA Corps BOTC training relationship w USCGA
- *Hassler* fully operational in FY14
 - Fourth hydrographic survey vessel
- FY14 President's Budget increases utilization 94%
 - Adds progressive maintenance funds





**Thank You!
Questions?**



Office of Marine and Aviation Operations