IN REPLY REFER TO

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Ser N98/14U141232
29 May 14

MEMORANDUM

From: Director, Naval Air Warfare (N98)
To: Director, Energy and Environmental Readiness
      Division (N45)

Subj: UPDATE TO NAVY AVIATION REQUIREMENTS IN NAVY REGION
      NORTHWEST

Ref: (a) Director, Naval Air Warfare (N98) memo Ser
          N98/13U160044 of 16 Apr 13
      (b) Commander, Naval Air Force, Pacific ltr Ser N8/1081
          of 03 Sep 13

Encl: (1) Alternative Naval Aviation Force Structure at NAS
          Whidbey Island

1. In the interest of providing the most effective warfighting
capability in the most efficient manner, Chief of Naval
Operations (OPNAV) Director, Naval Air Warfare (Code N98), in
coordination with Commander, Naval Air Forces (CNAF), is
considering additional alternatives to the implementation of
President's Budget Fiscal Year 2014 (PB14) as outlined in
reference (a). Additionally, the Chief of Naval Operations
(CNO) submitted an Unfunded Requirements List (URL) that
included 22 additional EA-18G aircraft as part of President's
Budget Fiscal Year 2015 (PB15). This letter provides
information on additional alternatives that should be
considered.

2. Justification. These additional alternatives are being
considered to enhance the warfighting capacity of the Carrier
Air Wing (CVW) in their ability to address future threats. A
summary of these alternatives can be found in Table 1 of encl
(1).

3. Force Structure
    a. The first alternative from the force structure described
in reference (b) is the augmentation of CVW electronic attack
squadrons by two (2) aircraft each, and the Fleet Replacement
Squadron (FRS) by six (6) aircraft. It also entails the

elimination of the two (2) new expeditionary electronic attack
squadrons mentioned in reference (a). Augmentation phasing and
manpower impacts are depicted in Tables 2 and 3 of encl (1).

    b. The second alternative from the force structure
described in reference (b) is the augmentation of CVW electronic
attack squadrons by up to three (3) aircraft each and the FRS by
eight (8) aircraft, as well as the elimination of the two (2)
new expeditionary electronic attack squadrons mentioned in ref
(a). Augmentation phasing and manpower impacts are depicted in
Tables 4 and 5 of encl (1).

    c. The third alternative from the force structure described
in reference (b) is the augmentation of CVW electronic attack
squadrons by up to two (2) aircraft each as per paragraph (a),
and the FRS by eight (8) aircraft, and continuing the
establishment of the two (2) new expeditionary electronic attack
squadrons mentioned in ref (a). Augmentation phasing and
manpower impacts are depicted in Tables 6 and 7 in encl (1).

4. <u>Location</u>. All force structure changes considered in this
letter and in ref (a) and (b) will occur at NAS Whidbey Island,
the current location of the Electronic Attack Community, in
order to maximize the use of existing administrative,
operational, maintenance, logistical and training resources.
Additional sites are not practical due to the added expense and
inefficiency associated with duplicating existing support
functions. These community-specific support functions include,
but are not limited to:

    a. Commander, Electronic Attack Wing Pacific (CVWP)
administrative leadership and oversight. CVWP provides combat-
ready electronic attack squadrons to support Commander, U. S.
Pacific Fleet, Commander, U. S. Fleet Forces Command, and
combatant commander tasking worldwide. This involves daily
interaction with fleet squadrons and the FRS to ensure
standardization in operations and maintenance procedures;
management of aircraft inventories and human capital; and the
development of tactical and technical leadership across the
community.

    b. Electronic Attack Weapons School (EAWS) training. The
EAWS provides comprehensive, formal training to EA-18G Growler
aircrew and extensive weapons related training to EA-18G
ordnance and maintenance personnel. The school acts as a central
repository for all EA-18G tactical matters.

c.   Center for Naval Aviation Technical Training Unit (CNATTU), Whidbey Island training. CNATTU Whidbey Island is the only site for Navy EA-18G Growler unique aircraft maintenance training. Other training is, firefighting, air launched weapons training, Aviation Electronic Warfare School (AVEWS), and pipeline training for squadrons and aircraft carrier personnel and leadership development of all Airmen, Petty Officers, Chief Petty Officers and Officers.

d.   EA-18G Tactical Operational Flight Trainers (TOFT). These unique training devices provide critical training for EA-18G aircrews in a secure environment.

e.   Pacific Northwest Electronic Warfare Training Range. In 2014, the Navy procured a unique system of ground threat emitters to facilitate live electronic warfare training against advanced threat systems in the Pacific Northwest. This system is specifically designed to support EA-18G unit level training and does not exist anywhere else in the United States.

f.   Fleet Readiness Center Northwest (FRC NW) support. FRC NW provides intermediate and some depot level maintenance for the EA-18G and ALQ-99 electronic warfare pods.

g.   Shore Installation Requirements. These alternatives change the size of squadron spaces in the aircraft maintenance hangars. Additional investigation is necessary to determine if this increase in squadron size represents a change of a facility square footage.

5. Air Operations Requirements. The nature of flight operations at Ault Field, Coupeville Outlying Landing Field (OLF), and local Special Use Airspace (SUA) as described in ref (a) remains unchanged. The number of EA-18G operations will increase with the increase in VAQ force structure and training throughput described in encl (1).

6. My points of contact are CDR Scott Janik OPNAV, N980S, scott.janik@navy.mil and John A. Robusto, CNAF N83A, john.a.robusto1.ctr@navy.mil.

M. C. Manazir
RADM, U. S. Navy

Table 1: Summary of Additional EA-18G Aircraft by Alternative

Alternatives	Baseline	PB14	Alternative 1	Alternative 2	Alternative 3
CVW Squadrons	45	0	+18	+27	+18
Expeditionary Squadrons	15	+10	0	0	+10
Reserve Squadron	5	0	0	0	0
Fleet Replacement Squadron	17	+3	+6	+8	+8
Total	82	+13	+24	+33	+34

Table 2: Alternative 1 - NAS Whidbey Island VAQ Aircraft Authorization by Squadron

Type Sqdn	Squadron	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
VAQ (CVW)	VAQ-1	5	5	5	7	7	7	7	7	7	7
VAQ (CVW)	VAQ-2	5	5	5	7	7	7	7	7	7	7
VAQ (CVW)	VAQ-3	5	5	5	5	7	7	7	7	7	7
VAQ (CVW)	VAQ-4	5	5	5	5	7	7	7	7	7	7
VAQ (CVW)	VAQ-5	5	5	5	5	7	7	7	7	7	7
VAQ (CVW)	VAQ-6	5	5	5	5	5	7	7	7	7	7
VAQ (CVW)	VAQ-7	4*	5	5	5	5	7	7	7	7	7
VAQ (CVW)	VAQ-8	4*	5	5	5	5	7	7	7	7	7
VAQ (CVW)	VAQ-9	4*	4*	5	5	5	7	7	7	7	7
VAQ (FRS)	FRS	17	19	20	23	23	23	23	23	23	23
VAQ (EXP)	VAQ-EXPED 1	5	5	5	5	5	5	5	5	5	5
VAQ (EXP)	VAQ-EXPED 2	5	5	5	5	5	5	5	5	5	5
VAQ (EXP)	VAQ-EXPED 3	5	5	5	5	5	5	5	5	5	5
VAQ (EXP - RES)	VAQ-RES	5	5	5	5	5	5	5	5	5	5
VAQ (EXP - NEW)	**VAQ-EXPED 4**			0	0	0	0	0	0	0	0
VAQ (EXP - NEW)	**VAQ-EXPED 5**				0	0	0	0	0	0	0

*EA-6B Aircraft

Table 3: Alternative 1 - VAQ Personnel Loading Increase

UNITS	Officers (Other)	Aircrew	Enlisted
EXP VAQ Squadrons	3	6	-33
9 CVW VAQ Squadrons	9	108	-72
FRS (VAQ-129)	0	11	0
FRC NW	3	0	230
EAWS	1	7	13
CVWP	10	0	13
NASWI	3	0	16
Totals	**29**	**132**	**167**

Table 4: Alternative 2 - NAS Whidbey Island VAQ Aircraft Authorization by Squadron

Type Sqdn	Squadron	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
VAQ (CVW)	VAQ-1	5	5	5	8	8	8	8	8	8	8
VAQ (CVW)	VAQ-2	5	5	5	8	8	8	8	8	8	8
VAQ (CVW)	VAQ-3	5	5	5	5	8	8	8	8	8	8
VAQ (CVW)	VAQ-4	5	5	5	5	8	8	8	8	8	8
VAQ (CVW)	VAQ-5	5	5	5	5	8	8	8	8	8	8
VAQ (CVW)	VAQ-6	5	5	5	5	5	8	8	8	8	8
VAQ (CVW)	VAQ-7	4*	5	5	5	5	8	8	8	8	8
VAQ (CVW)	VAQ-8	4*	5	5	5	5	8	8	8	8	8
VAQ (CVW)	VAQ-9	4*	4*	5	5	5	8	8	8	8	8
VAQ (FRS)	FRS	17	19	20	23	25	25	25	25	25	25
VAQ (EXP)	VAQ-EXPED 1	5	5	5	5	5	5	5	5	5	5
VAQ (EXP)	VAQ-EXPED 2	5	5	5	5	5	5	5	5	5	5
VAQ (EXP)	VAQ-EXPED 3	5	5	5	5	5	5	5	5	5	5
VAQ (EXP - RES)	VAQ-RES	5	5	5	5	5	5	5	5	5	5
VAQ (EXP - NEW)	VAQ-EXPED 4			0	0	0	0	0	0	0	0
VAQ (EXP - NEW)	VAQ-EXPED 5				0	0	0	0	0	0	0

*EA-6B Aircraft

Table 5: Alternative 2 - VAQ Personnel Loading Increase

UNITS	Officers (Other)	Aircrew	Enlisted
EXP VAQ Squadrons	3	6	-33
9 CVW VAQ Squadrons	9	126	0
FRS (VAQ-129)	0	11	0
FRC NW	3	0	230
EAWS	1	7	13
CVWP	10	0	13
NASWI	3	0	16
Totals	**29**	**150**	**239**

Table 6: Alternative 3 - NAS Whidbey Island VAQ Aircraft Authorization by Squadron

Type Sqdn	Squadron	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
VAQ (CVW)	VAQ-1	5	5	5	7	7	7	7	7	7	7
VAQ (CVW)	VAQ-2	5	5	5	7	7	7	7	7	7	7
VAQ (CVW)	VAQ-3	5	5	5	5	7	7	7	7	7	7
VAQ (CVW)	VAQ-4	5	5	5	5	7	7	7	7	7	7
VAQ (CVW)	VAQ-5	5	5	5	5	7	7	7	7	7	7
VAQ (CVW)	VAQ-6	5	5	5	5	5	7	7	7	7	7
VAQ (CVW)	VAQ-7	4*	5	5	5	5	7	7	7	7	7
VAQ (CVW)	VAQ-8	4*	5	5	5	5	7	7	7	7	7
VAQ (CVW)	VAQ-9	4*	4*	5	5	5	7	7	7	7	7
VAQ (FRS)	FRS	17	19	20	23	25	25	25	25	25	25
VAQ (EXP)	VAQ-EXPED 1	5	5	5	5	5	5	5	5	5	5
VAQ (EXP)	VAQ-EXPED 2	5	5	5	5	5	5	5	5	5	5
VAQ (EXP)	VAQ-EXPED 3	5	5	5	5	5	5	5	5	5	5
VAQ (EXP - RES)	VAQ-RES	5	5	5	5	5	5	5	5	5	5
VAQ (EXP - NEW)	**VAQ-EXPED 4**			5	5	5	5	5	5	5	5
VAQ (EXP - NEW)	**VAQ-EXPED 5**				5	5	5	5	5	5	5

*EA-6B Aircraft

Table 7: Alternative 3 - VAQ Personnel Loading Increase

UNITS	Officers (Other)	Aircrew	Enlisted
EXP VAQ Squadrons	17	46	303
9 CVW VAQ Squadrons	9	108	-72
FRS (VAQ-129)	0	11	0
FRC NW	3	0	230
EAWS	1	7	13
CVWP	10	0	13
NASWI	3	0	16
Totals	**43**	**172**	**503**