AFLOAT MAGTF REQUIREMENTS
ANNUAL REPORT

FREEDOM OF MOVEMENT AND FREEDOM OF ACCESS ARE KEY TO OUR NATIONAL SECURITY AND ECONOMIC STABILITY

DECEMBER 2012

THE DEPUTY COMMANDANT
FOR COMBAT DEVELOPMENT & INTEGRATION

in coordination with the annual Program Objective Memorandum submission,
submits the Annual Report for Afloat MAGTF Requirements

TO THE DEPUTY CHIEF OF NAVAL OPERATIONS
FOR WARFARE SYSTEMS, N9.

AFLOAT MAGTF REQUIREMENTS ANNUAL REPORT

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THE ***ANNUAL REPORT FOR AFLOAT MAGTF REQUIREMENTS*** WAS DEVELOPED AND IS BASED ON THE RECOGNITION THAT OUR NATION IS AT A MOMENT OF TRANSITION. WE MUST FACE ENDURING GLOBAL SECURITY CHALLENGES WHILE ACHIEVING FISCAL EFFECTIVENESS WITH EVERY DEFENSE INVESTMENT.

THE ABILITY TO OPERATE SIMULTANEOUSLY ON THE SEAS, ASHORE, AND IN THE AIR, AND TO MOVE SEAMLESSLY BETWEEN THESE DOMAINS ACROSS THE RANGE OF MILITARY OPERATIONS IS A KEYSTONE OF THE NAVY/ MARINE CORPS TEAM. EXPEDITIONARY FORCES, A COMBINATION OF MARINE AIR GROUND TASK FORCES (MAGTF) AND NAVY SHIPS, REMAIN A UNIQUELY CRITICAL AND CAPABLE COMPONENT OF BOTH CRISIS RESPONSE AND MEETING OUR MARITIME RESPONSIBILITIES.

THIS ANNUAL REPORT FOR AFLOAT MAGTF REQUIREMENTS POSITIONS US TO BE RESPONSIVE TO THESE NEEDS AND TO ENSURE ADEQUATE RESOURCE LEVELS FOR THE NEXT FIVE YEARS.

Our Reality

We are a Maritime Nation.

Freedom of movement and freedom of access are key to our national security and economic stability.

Littorals contain the Key Global Engagement Points.

The Navy-Marine Corps team is uniquely organized, trained, and equipped to assure access and influence in the littorals.

Amphibious Warships are more than Transports.

They are versatile, interoperable, warfighting platforms, capable of going into harm's way and serving as the cornerstone of America's ability to project power & respond to the range of crises.

Connectors are Critical Enablers.

Connectors are a necessary component of naval expeditionary capability and require adequate resourcing.

Our Amphibious Requirement is based on 2.0 MEBs Conducting Simultaneous Forcible Entry Operations.

The USMC amphibious shipping requirement is based on war plans containing the assault echelons of 2 MEBs conducting simultaneous forcible entry operations.

MPF is a Proven Capability.

The Maritime Prepositioning Force provides global coverage, forward presence, and crisis response.

Seabasing enabled capability provides Employment Options.

The introduction of the T-AKE, MLP and LMSR into the MPF program provides a seabasing-enabled capability for employment options that span the range of military operations.

Amphibious Combat Vehicles work to bridge the Sea and Land Domains.

Critical Link - Amphibious Combat Vehicles enable surface access from the sea for the joint force…cross the surf zone…rapidly get off the beach…and facilitate maneuver to the objective.

ANNUAL REPORT
for
AFLOAT MAGTF REQUIREMENTS

PURPOSE

The Annual Report for Afloat MAGTF Requirements provides Navy and Marine Corps capability developers an overview of key programs managed and monitored by Seabasing Integration Division, Combat Development & Integration.

The Annual Report also provides a list of requirements for the Afloat MAGTF to operate in the sea base and to extend naval power ashore through the conduct of amphibious naval expeditionary operations. The Afloat MAGTF Requirements List includes capabilities required on amphibious ships, prepositioning ships, connectors and selected capabilities (MV-22 certification) on T-AVBs, T-AH, LCS, LCC, JHSVs. The Afloat MAGTF Requirements List was developed through coordination with multiple seabasing and expeditionary warfare stakeholders. It is not intended to represent all Marine Corps requirements.

METHODOLOGY

The AMR was developed by identifying topics that have a significant impact on the MAGTF's ability to conduct the full range of military operations.

Each item has a corresponding requirement, a recommended solution, and a brief description of how the topic impacts the MAGTF. Each topic is evaluated in correlation to warfighting functions required by the MAGTF and associated Universal Naval Tasks and Marine Corps Tasks.

"SINCE 2007
THE CCDRS' CUMULATIVE REQUESTS FOR NAVAL FORCES HAVE GROWN 86% FOR ARG/MEUS AND
53% FOR INDIVIDUALLY DEPLOYED AMPHIBIOUS SHIPS."

-NOC 2010

TABLE 1: KEY ITEMS

ITEM	END STATE	RATIONALE
AMPHIBIOUS COMBAT VEHICLE (ACV)	Requirement: 520 ACV Underpins Baseline MEB Assault Echelon Requirement.	MEB Assault Echelon and aggregate Marine Corps general support lift requirements for fully amphibious protected mobility assets.
BASELINE MEB ASSAULT ECHELON REQUIREMENT	Approved by MROC in 2006. Updated and codified in 2009-2010 Amphibious Ship Recapitalization Capabilities Based Assessment.	Consistent statement regarding MAGTF amphibious requirements.
ASSAULT ECHELON WARSHIP REQUIREMENT	Requirement: 17 x 2 = 34 / .9 = 38 Inventory: 15 x 2 = 30 / .9 = 33	Requirement: 38 Acceptable Risk Inventory: 33 Operationally Available Requirement: 30
LX(R) AOA	Examine full range of available hull forms. Build and crew to warship standards.	Last amphib ship recapitalization program in the foreseeable future. Must accommodate MEB and MEU deployment/employment requirements.
LHA 8	Well Deck and Reduced Island FY 17 Start	Preserve robust aviation capacity while restoring surface interface capability.
AMPHIB MID-LIFE UPGRADES	LHD: Program all during FY16-20 LSD: 7 complete, 2 in progress FY14	Critical for enabling ships to reach planned expected service life (ESL).
MPF CONFIGURATION	69% capacity; seabasing enabled MPSRON 2 (Diego Garcia): 3 x LMSR, 2 x T-AK, 1 x T-AKE, 1 x MLP MPSRON 3 (Guam/Saipan): 2 x LMSR, 3 x T-AK, 1 x T-AKE, 1 x MLP	Retains prepositioning cargo ships in full operating status (FOS). LMSR/MLP/T-AKE combo provides sea state-3 transfer and selective offload for seabasing enabled capability.
CONNECTORS	Attain balanced LCAC/SSC, LCU/SC-X, JHSV inventory Support SSC POR of 72 craft Support Surface Connector X Enhance JHSV with sea-state 3 ramp	Complementary displacement and non-displacement capabilities, critical to naval expeditionary operations and at-sea transfer, require adequate resourcing.

KEY PROGRAMS

ACV REQUIREMENTS DEVELOPMENT

Amphibious Combat Vehicle (ACV) is in the Materiel Solutions Analysis (MSA) phase of the acquisition process. An Analysis of Alternatives (AoA) and a Fleet Vehicle Mix Study have been completed. A Systems Engineering IPT has developed system concepts and underpinned initial requirements development.

- A draft Capability Development Document (CDD) is undergoing Service and DoN review in anticipation of a Milestone Decision.

LHA 8 DESIGN

LHA 8 will contain a two spot well deck and a reduced island flight deck allowing the MAGTF to conduct simultaneous vertical and surface employment and persistent sustainment while executing amphibious operations. An inventory of eleven active big deck amphibious warships is necessary to sustain global operational requirements. A MAGTF aboard LHA 8 will have greater connector capacity and increased operational tempo. This capability is essential for the MAGTF conducting Ship to Objective Maneuver (STOM).

- Jan 2012 CDD completed JROC staffing
- Jan 2013 preliminary design reviews complete

AFLOAT MAGTF C4 REQUIRED CAPABILITIES

The Afloat MAGTF C4 Required Capabilities (AMC4RC) letter is promulgated annually to identify the capabilities required by the Marine Corps while embarked aboard and operating from amphibious warfare ships, maritime prepositioning ships and the joint high speed vessel.

- 2012 AMC4RC signed by DC CD&I and submitted to OPNAV N2/N6

MLP CONSTRUCTION, DELIVERY & INTEGRATION

The integration of MLP completes the Seabasing Enabled (SE) LMSR/MLP/T-AKE triad capability within MPF and provides the MAGTF greater capacity to close, assemble, employ, sustain and reconstitute expeditionary forces in the sea base.

- MLP 1 – USNS Montford Point (est Delivery May 2013)
  - Keel laid 19 Jan 2012
  - 91% build as of 27 Nov 2012
  - Available for tasking in FY15
- MLP 2 – USNS John Glenn (est Delivery Mar 2014)
  - Keel laid 4 Dec 2012
  - 25% build as of 27 Nov 2012
  - Available for Tasking in FY15

LANDING-CRAFT, AIR CUSHION (LCAC) SERVICE LIFE EXTENSION PROGRAM (SLEP)

The Landing Craft, Air Cushion (LCAC) Service Life Extension Program (SLEP) began in 2000 with four craft per year to provide an additional 10 years of service life to the 20 year service life of the original craft. This program, along with Navy's LCAC sustainment and potential LCAC SLEP extension initiatives, is critical to maintain the non-displacement craft component of Navy's landing craft fleet and maintain the balanced connector capabilities needed for amphibious and expeditionary operations.

- Current program is two LCAC SLEP per year
- Adequate funding is critical to return to and maintain the four craft per year originally planned and required.

POM CBA MANAGEMENT	Program Objective Memorandum (POM) Capabilities Based Assessment Management (CBA) Management is designed to inform multiple capability development venues such as the Marine Corps Force Development Process, the Navy Capability Development Process and the Future Naval Capability Development Process on current seabasing capabilities and gaps and facilitate collaborative solution development and integration.
SHIP-TO-SHORE CONNECTOR	The Ship-to-Shore Connector (SSC) program will produce LCAC 100s to replace legacy LCAC and LCAC (SLEP) craft that have reached their useful service life. The LCAC 100s will provide increased payload and reliability. The LCAC 100 class craft will enhance the MAGTF's ability to conduct ship to objective maneuver. ▪ Detailed design and construction contract awarded to Textron, July 12. ▪ Build plan includes delivery of one test & training craft and one production representative craft in 2017 and 2018 respectively, using R&D funding.
DENSE PACK ACCESS RETRIEVAL & TRANSIT (DPART)	The Dense Pack Access Retrieval & Transit (DPART) will provide a suite of Li-Ion and hybrid diesel/Li-Ion powered material handling equipment that will complement existing MHE to selectively access wheeled/tracked vehicles and containers and omni-directionally move MAGTF equipment in confined spaces (including ships underway, hangars and land based facilities) to connectors for movement to shore, using a common remote control architecture. ▪ RORO C-LMS: Roll-on/Roll-off Container-Lifting Maneuver System ▪ ORLAM: Opposed Ramp Lift & Maneuvering System ▪ ANT-LWV: Autonomous Naval Transport - Large Wheeled Vehicle ▪ SPIDR II: Selective Positioning Independent Deck-cargo Re-locator
PREPOSITIONING CBA	The Prepositioning Capabilities Based Assessment will develop a balanced prepositioning strategy that integrates maritime, ashore, CONUS, and OCONUS prepositioning capabilities for deployment and employment of scalable naval forces in support of projected Combatant Commander requirements. ▪ Preliminary recommendations January 2013
LHA-6 CONSTRUCTION, DELIVERY & INTEGRATION	LHA-6 provides the MAGTF with an enhanced aviation platform designed to maximize F-35B and MV-22 capabilities. SID will support OT&E and assist MAGTF integration through embarkation and warfighting function employment. ▪ 27-28 Nov 2012 LHA 6 Wargame IPC ▪ May 2013 LHA 6 Wargame
LANDING CRAFT (LCU) SUSTAINMENT	The current fleet of LCU-1600 class craft has exceeded its 25 year expected service life. The LCU sustainment program is critical to maintain the Navy's displacement craft component of the landing craft fleet at the 32 craft needed to complement the non-displacement LCAC to provide heavy lift fleet inventory required to enable ship-to-shore employment of forces from the sea base. ▪ Continued funding required until the planned SC(X) program can produce the LCU replacement craft.

LX(R) DESIGN

LX(R) is the future amphibious warship providing surface and air connector interface and capable of deploying, basing, employing and sustaining MAGTF personnel, equipment and supplies.

- LX(R) Analysis of Alternatives Methodologies approved Nov 2012

SC(X)

The Surface Connector will recapitalize the aging displacement craft fleet. This combined displacement, non-displacement surface connector inventory is critical to enable the maneuver of forces in seabased operating environments.

- The Initial Capabilities Document is pending Navy Capability Board review and approval
- Analysis of Alternatives is programmed for mid-2013.

NAVY/MAGTF SHIP INTEGRATION CENTER (N/MSIC)

N/MSIC is a collaborative, long-term venture between the Navy and the Marine Corps that applies a holistic, enterprise approach to MAGTF-ship integration. Specifically, it is intended to optimize MAGTF employment aboard L-Class ships by informing key stakeholders (Requirements, Acquisition, PPBE) on alternatives in: 1) Ship design, 2) MAGTF equipment fielding, and 3) Methods of MAGTF employment from ships. All aspects of this effort encompass direct and unique modeling and simulation (M&S) activities to inform Naval Integration issues.

- Supporting LHA-6 Operational Test & Evaluation
- Provides Virtual Sand Table (VST) model development for flight deck/hangar deck ops
- Supports LX(R) Analysis of Alternatives (AoA)

NAVAL SURFACE FIRE SUPPORT (NSFS)

NSFS, with necessary range and effects to support expeditionary operations in the littorals, is an essential complementary capability to aviation and ground-based indirect fires.

- Three DDG-1000 class destroyers capable of firing Long Range Land Attack Projectile (LRLAP) due to deliver in 2016, 2018 and 2020.
- Joint Fires in Support of Expeditionary Operations in the Littorals (JFSEOL) AoA 2010 recommended 5-inch extended range projectile to compliment DDG-1000 LRLAP.
- N96 JFSEOL AoA Follow-on Study Sept 2012 upheld AoA results and reinforced complimentary effect of NSFS within the Joint Fires Triad

ELECTRO-MAGNETIC RAILGUN (EMRG)

The EMRG remains a viable science and technology effort with definite applications relevant to Joint Forcible Entry Operation (JFEO) at ranges from 50NM up to 110NM.

- EMRG completed phase 1 of its Innovative Naval Prototype (INP) program in CY12 and is proceeding along phase 2 program schedule.
- EMRG Hypervelocity Projectile endorsed by N96, N95 and DC, CD&I has potential applicability to NSFS, anti-surface warfare, anti-ship cruise missile defense (ASCM) and anti-ship ballistic missile defense (ASBM).

SEABASING CAPABILITY

LPD-17
Capable of basing over 700 Marines, their equipment and supplies and projecting capabilities ashore with LCACs, conventional landing craft, amphibious connectors and rotary lift craft.

LHA-8
Lifts and supports over 1300 Marines and the MAGTF command & control nodes- is main base to fixed (JSF), rotary wing / tilt rotor, and unmanned aircraft systems. Well deck supports simultaneous landing craft operations. Level II medical capability.

LSD
Provides largest capacity to operate landing craft in support of MAGTF operations.

LMSR
Military Sealift Command's (MSC) Large, Medium Speed, Roll-On/ Roll-Off ship (LMSR) program significantly expands the nation's sealift capability as a prime mover of US military equipment. The ships carry vehicles and equipment to support humanitarian missions, as well as combat missions.

Ship to Shore Connector (SSC)
Provides modernized landing craft over-the-beach capability.

Mobile Landing Platform
Leverages float-on/ float-off technology and has raised vehicle platform, sideport ramp, mooring fenders and LCAC lanes. Utility of "Interoperable Pier in the Ocean" spans the Range of Military Operations.

In future crises, forward based and forward deployed amphibious and MPF forces will continue to demonstrate their inherent flexibility and utility by aggregating with surged forces to conduct engagement, crisis response or forcible entry operations.

T-AKE
Offers selective access and off load of unitized supplies for prepositioning MEB and other MAGTFs operating in the sea base or ashore.

UNITED STATES MARINE CORPS

OPERATIONAL INPUT

Information and lessons learned from operations and exercises, capability gap analysis and advocates that impact the MAGTFs ability to conduct missions across the range of military operations.

The Seabasing Integration Division (SID) sought out and solicited operational input from various activities and forums. The outcomes and lessons learned from the examples below contributed significantly to the development of the Annual Report for Afloat MAGTF Requirements.

BOLD ALLIGATOR 2012

Bold Alligator 2012 was an Expeditionary Strike Group / Marine Expeditionary Brigade synthetic, scenario driven, simulation supported, amphibious exercise conducted from 30 January-10 February 2012. BA 12 helped identify a wide range of gaps associated with the execution of seabasing and amphibious operations.

AMPHIB OAG

The Amphibious Warfare Operational Advisory Group meets annually to discuss and report amphibious warfare challenges, priorities and issues.

SHIPS AND THEIR EMBARKED MARINES AND AIRCRAFT TRAIN WITH OUR ALLIES AND PARTNERS, REINFORCE FREEDOM OF NAVIGATION, AND DETER CONFLICT. THEY ARE ALSO THE "FIRST RESPONDERS" TO LARGE-SCALE CRISES SUCH AS THE GREAT EAST ASIAN EARTHQUAKE AND TSUNAMI IN 2011.

ADM JONATHAN GREENERT
CHIEF OF NAVAL OPERATIONS
FOREIGN POLICY MAGAZINE, NOV 14, 2012

MEU OAG

The Marine Expeditionary Unit (MEU) Operational Advisory Group (OAG) is a forum for vetting issues and serves in an advisory capacity to the Deputy Commandant for Plans, Policies and Operations. The OAG examines MEU related issues for review and consensus prior to submission to other forums for analysis and solution planning.

MEU EMBARKATION

MEU embarkation observations are conducted by SID to obtain current MEU vehicle & equipment data and identify trends in afloat MAGTF embarkation and naval integration.

NAVAL WARFIGHTING TASKS

The Annual Report is grounded in Naval Warfighting Tasks –essential missions that must be conducted for Marines and Sailors to be successful on the front line.

UNIVERSAL NAVAL TASK LIST

OPNAVINST 3500.38B

JAN 2007

The Universal Naval Task List (UNTL) documents the mission essential warfighting tasks, conditions and standards for Naval Commanders.

APPLICABLE TASKS

- NTA 1.1.2.5-Employ Remote Vehicles
- NTA 1.5-Dominate the Operational Area
- NTA 1.5.2-Conduct Amphibious Operations
- NTA 1.5.2.1-Conduct Ship-to-Shore or Ship-to-Objective Maneuver
- NTA 1.5.2.2.3-Buildup the Force
- NTA 3-Employ Firepower
- NTA 3.2-Attack Targets
- NTA 5-Exercise Command and Control
- NTA 6-Protect the Force

http://www.uscg.mil/hq/cg5/cg513/docs/UNTL_ver_3.0_Jan_07.pdf

MARINE CORPS TASK LIST

SEP 2012

The Marine Corps Task List (MCTL) documents the mission essential warfighting tasks, conditions and standards for Marine Commanders.

APPLICABLE TASKS

- MCT 1.6-Dominate the Area of Operations
- MCT 1.12.1-Conduct Amphibious Operations
- MCT 1.12.3-Conduct Prepositioning Operations
- MCT 1.12.5-Conduct Seabasing Operations
- MCT 3-Employ Firepower
- MCT 3.2-Attack Targets
- MCT 3.2.5.3-Control Naval Surface Fire Support (NSFS)

https://www.mccdc.usmc.mil/MCTL.htm

AFLOAT MAGTF REQUIREMENTS

AFLOAT MAGTF REQUIREMENTS

ISSUE #	TOPIC	REQUIREMENT	SOLUTION	IMPACT for MAGTF	PLATFORMS INFLUENCED	WARFIGHTING						Navy/ Marine Corps Task
						C2	Fires	Maneuver	Logistics	FP	ISR	
RC 1	**LSD Midlife**	Complete midlife upgrades and repairs for LSD 50 and LSD 52. Maintain an inventory of amphibious warships necessary to sustain global operational requirements.	Fully fund midlife upgrades and repairs to LSD 50 and LSD 52 to achieve extended service life, maintain LSD class ships and the proper inventory necessary to sustain global operational requirements.	The amphibious MAGTF conducts simultaneous vertical and surface connector operations. The LSD provides the largest capacity to operate surface connectors and offers significant heavy lift capability.	LSD	x		x	x	x	x	NTA 1.5.2 MCT 1.12.1 MCT 1.12.5
RC 2	**LPD 17 Maintenance and Engineering**	Repair LPD 17 Class maintenance & engineering issues to provide an operationally available platform capable of effectively deploying, basing, employing and sustaining MAGTF personnel, equipment and supplies.	Fund the LPD 17 Class to repair engineering readiness and maintenance issues so that the amphibious warship inventory is capable of meeting global operational requirements.	The LPD is capable of basing over 700 Marines, their equipment and supplies and projecting capabilities ashore with surfaces and aerial connectors.	LPD	x		x				NTA 1.5.2 MCT 1.12.1 MCT 1.12.5
RC 3	**LHD Midlife**	Complete midlife upgrades and repairs for eight LHD 1 Class ships to achieve extended service life. Upgrades should include F-35B, MV-22, SSC and UAS integration. Maintain an inventory of amphibious warships necessary to sustain global operational requirements.	Fully fund midlife upgrade of eight LHDs and provide necessary funding for the integration of emerging capabilities such as F-35B, MV-22, SSC and UAS integration.	The eight LHDs in the inventory offer the MAGTF a multi-connector interface platform. Expected Service Life will maintain an inventory of amphibious warships necessary to sustain global requirements. The MAGTFs ability to execute the full spectrum of military operations will be enhanced by the integration of F-35B, MV-22, SSC and UAS.	LHD	x	x	x	x	x	x	NTA 1.5.2 MCT 1.12.1 MCT 1.12.5
RC 4	**ACV Requirements Development**	A fully amphibious self-deploying combat vehicle replacement for the legacy Amphibious Assault Vehicle (AAV) is required in support of greater Baseline MEB Assault Echelon Requirements. Rapid combat power build-up ashore, seamless transition between sea and land, protected mobility, general support lift for a network enabled cohesive maneuver force and capability to rapidly secure landward objectives drive ACV requirements.	Materiel Solutions Analysis serves to identify the preferred materiel alternative to close gaps in capability identified in the ACV Initial Capabilities Document (ICD). ACV requirements are designed to close gaps in Water and Land Mobility, Force Protection, Network Capability and Lethality.	A modern replacement system for the legacy Assault Amphibious Vehicle (AAV), first fielded in 1972, is a top Marine Corps priority. A sustainable, operationally effective self-deploying fully amphibious combat vehicle underpins the surface assault requirements, combat power build-up ashore timelines and general support lift requirements for sustained operations ashore.	L-Class Assault Shipping that transport, launch and recover AAV/ACV.	x		x		x		MCT 1.6 MCT 1.12.1

ISSUE #	TOPIC	REQUIREMENT	SOLUTION	IMPACT for MAGTF	PLATFORMS INFLUENCED	WARFIGHTING						Navy/ Marine Corps Task
						C2	Fires	Maneuver	Logistics	FP	ISR	
RC 5	**SSDS Mk2**	An integrated shipboard self-defense and electronic warfare suite that provides C4ISR interoperability between air and sea platforms for Amphibious ships. Integrates the capabilities of the F-35B for the ARG/MEU ATF/MEB employment	Fund SSDS MKII on LHD 2-6. Current L-Class modification availability window supports USMC requirement for L-Class F-35B compatible platforms through 2017.	Amphibious ships operate in open waters and littorals well within standard threat ranges. They often operate without surface combatants providing enhanced sea-shield or as independent deployers; therefore it is necessary for amphibious ships to have integrated self-defense systems. SSDS provides Link 16 (TADIL-J) to the ARG/MEU or ATF/MEB. Link 16 enables digital air control, Mode 5 identification of Friend or Foe (IFF). JSF Link 16 capable to support MAGTF requirements for imagery and secure data exchange.	LHD, LHA	X	X	X		X	X	NTA 6 MCT 1.12.1 MCT 1.12.5
RC 6	**LCAC(SLEP) & Maintenance**	Fully fund SLEP program, readiness/maintenance.	Fully fund planned 4 SLEP craft/yr. Minimize non-displacement craft gap until fleet intro of LCAC-100 class craft. Recoup funding for 2X SLEP lost in PB13. Additional SLEP funds may be needed depending on AT&L review of acquisition strategy.	Failure to provide full funding for LCAC SLEP & maintenance will increase gap in required 72 LCAC needed for surface ship-to-over-the shore and OTH movement and maneuver as legacy craft are retired, thereby, causing a severe degradation in ability to conduct amphibious operations. SSC was included within #3 on the 2012 AMW OAG prioirty list. (RC 5, RC 23, RC 24 & RC 25 are related).	LCAC			X	X			NTA 1.5.2 NTA 1.5.2.1 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5
RC 7	**LCU Sustainment/Surface Connector X (previously LCU Replacement)**	The current fleet of LCU-1600s has exceeded its 25 year expected service life. The LCU sustainment and SC X programs will maintain and recapitalize the Navy's aging displacement craft fleet (ROC/POE quantity 32 craft) needed to compliment the non-displacement LCAC. This combined displacement & non-displacement surface connector inventory is critical to accomplish the maneuver of forces from amphibious ships. The inherent crew habitability of LCU provides persistence, supports independent transits, enables salvage, HA/DR, & NEO, and provides a platform for diving, surveillance, & small boat operations.	Fully fund R&D to establish a SC X Program and fund LCU sustainment costs to maintain current Fleet. Ensure SC X AOA is fully funded to enable proper establishment of development effort. LCU sustainment funding required to maintain current inventory until SC X is available for deployment, minimize operational gap.	Failure to fund the LCU Sustainment and SC X programs will lead to a loss of the heavy lift and flexible displacement craft capability needed to fulfill surface maneuver and movement requirement for forces across the Range of Military Operations (ROMO). LCUs are critical for conducting amphibious operations and are consistently in high demand due to their flexibility for ARG/MEU and independent amphibious ship deployments. LCU sustainment & SC X were prioritized within #3 on the 2012 AMW OAG priority list.	LCU			X	X			NTA 1.5.2 NTA 1.5.2.1 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5

ISSUE #	TOPIC	REQUIREMENT	SOLUTION	IMPACT for MAGTF	PLATFORMS INFLUENCED	WARFIGHTING						Navy/ Marine Corps Task
						C2	Fires	Maneuver	Logistics	FP	ISR	
RC 8	**Consolidated Afloat Network Enterprise Services (CANES)** **& Automated Digital Network Services (ADSN)**	CANES and ADNS are complementary systems. Addresses critical Information Assurance requirements; is a modernization to obsolete shipboard networks. Provides a single core set of survivable, secure shipboard network data services for all afloat platforms. Provides network services afloat for classified, unclassified & coalition data both internal and external to the ship.	Continue to fund planned shipboard installations. Continue to fund sustainment of existing Integrated Ships Network Services (ISNS) until CANES shipboard installation completed. Plan for funding of CANES follow-on sustainment and tech refresh on all amphibious platforms. #2a & 2b - 2012 AMC4RC (POM-15) priority	If not funded, existing shipboard networks will continue to degrade and/or become obsolete, impacting all facets of C2 (i.e. COP/CTP, ISR receipt and dissemination, effects, sustainment, etc.) for embarked USN & USMC elements. Degraded shipboard LANs already had many operational impacts as witnessed with the recent LAN issues on deploying ARG/MEU.	LHD, LHA, LPD, LSD	x				x	x	NTA 5 MCT 1.12.1 MCT 1.12.5
RC 9	**Seabasing Verification & Validation**	Develop and validate tactics, techniques and procedures, and develop, refine and validate doctrine for seabasing enabling platforms in the MPF such as MLP, T-AKE and LMSR.	Provide $1.2 M for increased steaming days (10-14) for MPF platforms in order to conduct Seabasing Enabling Verification & Validation.	Conducting seabasing verification & validation will assist with the integration of seabasing enabled platforms, the development and refinement of tactics, techniques and procedures, and the refinement and validation of doctrine.	LMSR, T-AKE, MLP, T-AK , LCAC, LCU	x	x	x	x	x		NTA 1.5.2.2.3 MCT 1.12.5
RC 10	**L Class UAS Integration**	Operate unmanned aerial systems from amphibious warships that are capable of aerial resupply to dispersed forces and other systems capable of providing real-time ISR images and video.	Fully fund UAS integration, including installation and integration of the operating system on amphibious warships.	UAS integration for all L Class amphibious warships enhances the MAGTFs ability to support operations when the ARG/ATF is disaggregated. UAS enhances the MAGTFs ability in all warfighting functions and provides the MAGTF commander with asymmetric advantage.	LPD, LSD, LHD, LHA	x	x	x	x	x	x	NTA 1.1.2.5 MCT 1.12.1 MCT 1.12.5
RC 11	**Commercial Broadband Satellite Program (CBSP)**	Commercial satellite communications terminal provides high data rate throughput. Provides simultaneous dual-band operations (C/Ku) over commercial satellites and (X) over military satellites. Supports use of email, web access, file transfer, and VOIP over commercial satellite. Supports use access to NIPRNet, SIPRNet, Video teleconferencing as MilSat backup.	Continue to fund procurement and installation of additional Commercial Broadband Satellite terminals and throughput on all amphibs for both USMC and Navy users. #3b - 2012 AMC4RC (POM-15) priority.	If not funded, afloat capability to leverage reach-back support, exploit ISR products, synchronize effects in a Joint Environment and perform basic C2 and administrative functions will be extremely limited.	LHD, LHA, LPD, LSD	x				x	x	NTA 5 MCT 1.12.1 MCT 1.12.5

ISSUE #	TOPIC	REQUIREMENT	SOLUTION	IMPACT for MAGTF	PLATFORMS INFLUENCED	WARFIGHTING						Navy/ Marine Corps Task
						C2	Fires	Maneuver	Logistics	FP	ISR	
RC 12	**Shipboard Air Traffic Control Communications (SATCC)**	Provides safety of flight through simplified communications architecture.	Fund SATCC through completion of installation on all amphibs. #8 - 2012 AMC4RC (POM-15) priority.	Safety of Flight issue impacting Landing Signals Officer (LSO) communications suite in Shipboard Air Traffic Control Tower Degradation of funding will sub optimize vital aviation operations and could put ships, aircraft and personnel at risk.	LHD, LHA, LPD, LSD	x					x	NTA 5 MCT 1.12.1 MCT 1.12.5
RC 13	**LHA 8**	LHA 8 Class with a two spot well deck and a reduced island flight deck allowing the MAGTF to conduct simultaneous vertical and surface employment and persistent sustainment while executing amphibious operations. An inventory of eleven active big deck amphibious warships is necessary to meet global operational requirements.	Fully fund LHA 8 Class with a two spot well deck and reduced island flight deck to include associated research and development and advanced procurement to maintain an inventory of eleven active big deck amphibious warships.	The MAGTF will have greater capacity to conduct simultaneous vertical and surface maneuver and persistent sustainment. Increased capacity will afford the MAGTF more connector options and increase operational tempo. Eleven active big deck amphibious warships will allow the USMC to meet global operational requirements.	LHA 8, LHA 9, LHA 10			x	x			NTA 1.5.2 MCT 1.12.1 MCT 1.12.5
RC 14	**MV-22 Aviation Certification**	Conduct MV 22 certification for all expeditionary ship classes to include L class amphibious warships: LHD, LHA, LPD, LSD; MPF ships: T-AK, T-AKE, LMSR; support ships: JHSV, T-AVB, T-AH, LCC; and combatants: LCS.	Direct and fund MV 22 certification for all expeditionary ship classes.	MV 22 is the medium lift aircraft replacing the CH-46E. Vital for long range, medium lift, multi-missions, capable of conducting combat operations, combat support, combat service support, and special operations missions. The MV 22 must be certified to operate from all expeditionary ship classes.	LHD, LHA, LPD, LSD, T-AK, T-AKE, LMSR, JHSV, T-AVB, T-AH, LCC, LCS			x	x		x	NTA 1.5.2 NTA 1.5.2.1 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5
RC 15	**Naval Amphibious Baseline**	NAB establishes infrastructure and modernization baselines for USN & USMC operational spaces aboard amphibious ships. Ship change documents and installations are funded through the NAB to modernize physical spaces and enhance battle-space visualization and C2 staff actions.	Continue funding at levels to support baseline efforts and completion of ship change documentation and installations. #1- 2012 AMC4RC (POM-15) priority.	MAGTF C2/C4 will be consistent across L-class platforms. Increases planning efficiencies for communications and warfighting organizations.	LHD, LHA, LPD, LSD	x				x	x	NTA 1.5.2 NTA 5 MCT 1.12.1 MCT 1.12.5
RC 16	**LX(R)**	Replace LSD 41/49 Class with LX(R). An amphibious warship with surface and aerial connector interface, capable of deploying, basing, employing and sustaining MAGTF personnel, equipment and supplies.	Examine the full range of available hull forms listed in OSD AoA guidance. Build and Crew LX(R) Class to warship standards. Fund LX(R) program to ensure construction in FY18 and operational availability will support the proper amphibious warship inventory necessary to meet global requirements.	The LX(R) will provide the MAGTF with a modern amphibious warship with surfaces and aerial connector interface, capable of deploying, basing, employing and sustaining MAGTF personnel, equipment and supplies.	LX(R)	x	x	x	x		x	NTA 1.5.2 MCT 1.12.1 MCT 1.12.5

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RC 17	**Voice Over (Secure) Internet Protocol**	VOIP/VOSIP provides unsecure and secure telephone service for mobile and stationary users - using network services such as CANES/ADNS and ISNS.	Fund as additional cost element to CANES/ADNS. This capability needs to be designed and integrated into the shipboard network modernization and align with the JTFN UC.	If not funded, secure voice communications external to the ship will be limited to tactical radio nets, which are already at capacity to support the Naval Force's maneuver elements and secure telephone equipment on unreliable phone lines.	LHD, LHA, LPD, LSD	**x**				**x**	**x**	NTA 5 MCT 1.12.1 MCT 1.12.5
RC 18	**Navy Multiband Terminal (NMT)**	Replacement military satellite communications terminal for naval platforms to provide communications via the Advanced Extremely High Frequency satellite system (AEHF), Milstar, UFO, Polar, DSCS and Wideband Global Satellite System (WGS) satellites for protected and wideband (Q/Ka/X) communications supporting exchange of voice, tactical data, imagery, real-time video, battlefield maps and targeting information.	Continue to fund procurement and installation Navy Multiband Terminals. Continue to fund satellite throughput on all amphibs for both USMC and Navy users. #3a - 2012 AMC4RC (POM-15) priority.	If not funded, afloat capability to leverage reach-back support, exploit ISR products, synchronize effects in a Joint environment and perform basic logistics and administrative functions will be extremely limited. Prevents USN & USMC staffs from executing their warfighting functions within a Naval or Joint Force.	LHD, LHA, LPD, LSD	**x**				**x**	**x**	NTA 5 MCT 1.12.1 MCT 1.12.5
RC 19	**HF-SAR**	Provides joint interoperability for beyond-line-of-site tactical voice and data communications from ship-to-shore and intra-battle group; is both a primary and back up means of communication for over the horizon/beyond line of sight means in a satellite denied environment.	Continue funding support of embarked forces for procurement and engineering through completion of installation, sustainment and technology refresh on all amphibs. #4a - 2012 AMC4RC (POM-15) priority.	Primary means of communications for battalion and below echelons to request air support, control maneuver, perform reconnaissance, coordinate fires & effects, and coordinate logistics during the advanced force and assault phases of an amphibious operation, across the continuum of conflict.	LHD, LHA, LPD, LSD	**x**				**x**	**x**	NTA 5 MCT 1.12.1 MCT 1.12.5
RC 20	**EMUT-CLSM**	Omni-directional UHF SATCOM (DAMA and non-DAMA) capability for voice and data communications dedicated to embarked MAGTF .	Continue funding support of embarked forces for procurement and engineering through completion of installation, sustainment and technology refresh on all amphibs. SCD 3363 is installation of the CLSM antenna, cables, and cable mounts. SCD 8887 is continuation of SCD 3363 with Electro-magnetic interference (EMI) antenna shields. SCD 10160 expanded scope to all L-class ships. Marinesembark and "plug-in" associated radios. #4b - 2012 AMC4RC (POM-15) priority.	Supports voice and data satellite communications from the MAGTF afloat C2 (Landing Force Operations Center (LFOC) and Tactical Logistics (TACLOG), etc) to on-the-move maneuver (mounted and dismounted) forces ashore.	LHD, LHA, LPD, LSD	**x**					**x**	NTA 5 MCT 1.12.1 MCT 1.12.5

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RC 21	**IRIDIUM**	Provides emergency, secure (capable), OTH tactical communications to the landing force, embarked staff and ship.	Convert to a permanent Program of Record installation. Currently funded as an non-permanent change (NPC) installation. SCD 10119 applies to LPD17 class as a NPC. A permanent SCD/install will produce a cost avoidance/savings of $1M annually. USMC provides and maintains handsets; USN provides & maintains antennas, cables & amplifiers. #4c - 2012 AMC4RC (POM-15) priority.	Iridium Antenna Installation will allow the embarked landing force to place and receive Iridium phone calls from inside the Troop Operations compartment and/or LFOC- iridium telephone capability is a backup means to the existing ship telephone network, but provides redundant communications in the event of telephone network or satellite outages. This provides a dedicated line independent of the ship network for reliability satellite telephone access while maintaining situational awareness from operational space.	LHD, LHA, LPD, LSD	**X**					**X**	NTA 5 MCT 1.12.1 MCT 1.12.5
RC 22	**BFT2 / JBC-P Infrastructure** Blue Force Tracker / Joint Battle Command Platform	Provides joint, on-the-move, digital C2 and Situational Awareness to tactical combat, combat support and combat service support elements. Enables sharing of common operational picture, exchange of position-location information (PLI), map/graphic overlays, and scheme of maneuver.	Convert to a permanent Program of Record installation. Currently funded as an NPC installation. Currently being installed as a Non-Permanent Change (SCD 10712). As a POR SCD, install will produce cost avoidance/savings of $2M annually, $10M across the FYDP #4d - 2012 AMC4RC (POM-15) priority.	Enables Warfighters to share a common operating picture of the battlefield and allows the Warfighter to exchange PLI and tracks, graphic overlays, tactical chat and other data securely, and to gain access to terrain maps, logistics information, and most importantly, a shared Situational Awareness (SA) display indicating the location and movement of friendly and enemy units.	LHD, LHA, LPD, LSD	**X**		**X**		**X**	**X**	NTA 5 MCT 1.12.1 MCT 1.12.5

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RC 23	**DWTS RT Replacement** Digital Wideband Transmission System RT Replacement	Provides terrestrial (non-satellite), meshed IP communications network throughout the battle group (intra-ARG and ship-to-tactical shore).	Fund engineering and infrastructure changes to support introduction PRC-117G RTs to replace obsolete DWTS RTs. Partial funding begins in FY17. Judged as cost efficient means to meet DCNO N2/N6's guidance regarding A2AD intra-strike group communications Aligns with future USMC Network On the Move (NOTM) initiatives and provides an interim immediate plug in for Joint Aerial Layer Network (JALN) solutions. Satisfies a capability and obsolescence gap. $20M to upgrade all L-Class #5a - 2012 AMC4RC (POM-15) priority.	Corrects existing obsolescence issue (Defense Planning Guidance). Potential JALN-M applications demonstrated. Enables collaborative planning, ISR/FMV distribution and secure voice, video & data within the battle group. Enhances A2AD C4ISR capabilities across the ARG, provides increased joint interoperability and reduces traffic load on shipboard SATCOM systems.	LHD, LHA, LPD, LSD	x				x	x	NTA 5 MCT 1.12.1 MCT 1.12.5
RC 24	**SSC (LCAC replacement)/ Procurement**	The Ship-to-Shore Connector (SSC) program will produce LCAC 100s to replace legacy LCAC and LCAC (SLEP) craft that have reached their useful service life. The LCAC 100s will provide increased payload and reliability beyond the legacy and (SLEP) craft to ensure the Navy's non-displacement craft fleet maintains the required number of craft and capacity. The Required Operational Capability/Planned Operational Environment (ROC/POE) quantity for the LCAC and SSC is 72 craft.	Maintain full funding for detailed design & construction (DD&C) and acquisition strategy (AS). Minimize gap in craft available for operations. The economic minimum production quantity in the AS is 5; AS identifies an option to increase production to 8 per year.	Failure to provide full funding for SSC procurement will increase gap in required 72 LCAC needed for surface ship-to-over-the-shore and OTH movement and maneuver as legacy craft are retired; thereby causing a severe degradation in ability to conduct amphibious operations. SSC was included within #3 on the 2012 AMW OAG priority list. (RC 5, RC 23, RC 24 & RC 25 are related).	SSC			x	x			NTA 1.5.2 NTA 1.5.2.1 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5
RC 25	**SSC (LCAC Replacement)/ RDTEN**	RDTEN funds the first craft produced from the SSC program, the Test & Training (T&T) craft (LCAC 100) and LCAC 101, the first production / operationally representative craft.	Fully fund the T&T Craft in accordance with Detailed Design & Construction (DD&C) Contract / AS Fully fund SSC RDTEN to keep development schedule on track and meet DD&C & AS requirements for LCACs 100 & 101.	Failure to provide full funding for RDTEN will delay production of LCAC 100 and LCAC 101. This has a negative impact on the conduct of IOT&E (2 craft needed for IOT&E missions) and inventory levels. (RC5, RC23, RC24 & RC25 are related).	SSC			x	x			NTA 1.5.2 NTA 1.5.2.1 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5

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RC 26	**LCAC Post SLEP Sustainment**	Provides an additional 10 years of LCAC service life beyond the 10 additional years already provided by the SLEP program.	Fully fund post SLEP maintenance & sustainment Funds maintenance packages that include the repair and replacement of equipment with high time/usage rates and C4N fact of life upgrades.	Failure to fully fund LCAC Post SLEP sustainment program will exacerbate LCAC gap as new LCAC-100s (procured under the SCC program) enter service in fewer numbers than craft retired. Gap will degrade ability to conduct amphibious operations. LCAC sustainment was included within # 3 (surface connectors) on the 2012 AMW OAG priority list. (RC5, RC23, RC24 & RC25 are related).	LCAC			x	x			NTA 1.5.2 NTA 1.5.2.1 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5
RC 27	**EPLRS RT Replacement** Enhanced Position Locating Reporting System - Data Radio	Provides dedicated terrestrial (non-satellite), meshed IP communications network for the afloat MAGTF during movement to the objective area, ship-to-tactical-shore movement, and operations ashore.	Fund engineering and infrastructure changes to support introduction PRC-117G as RT replacement radio for obsolete EPLRS-data radios. Currently UNFUNDED. Avoids FY16 obsolescence issue (Defense Planning Guidance). USMC provides radios for use on existing EPLRS shipboard infrastructure (antennas, cabling, racks, power, etc.) $19M to upgrade all L-Class. #5b - 2012 AMC4RC (POM-15) priority.	Enhances command and control of tactical units by providing commanders with the location of friendly units, battlefield overlays and an on-the-move data network. Under A2/AD environment, and other Electro-Magnetic Interference conditions - this may be the MAGTFs only ship to shore link.	LHD, LHA, LPD, LSD	x		x		x	x	NTA 5 MCT 1.12.1 MCT 1.12.5
RC 28	**Displacement Craft MPF Interface**	Test and evaluate the ability of displacement craft such as LCU, LCM, LSV and others to interface with MLP for surface connector operations in sea state 3.	Fund test & evaluation of displacement craft to validate capability and develop tactics, techniques and procedures to conduct surface connector operations in sea state 3 with displacement craft.	Displacement craft interface will provide greater flexibility in surface connector operations in the sea base. The MLP will not be limited to air cushioned craft and will be capable of using the full range of connectors available from Navy, Army and coalition forces.	MLP, LCU, LCU 2000, LCM 8, LSV			x	x		x	NTA 1.5.2 NTA 1.5.2.1 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5
RC 29	**Navy/MAGTF Ship Integration Center (NMSIC)**	N/MSIC is a collaborative, long-term venture between the Navy and the Marine Corps to help the two Services optimize MAGTF employment aboard new classes of ships.	Fully fund the N/MSIC effort to optimize MAGTF employment aboard new classes of ships.	N/MSIC integrates the modeling and simulation (M&S) capabilities needed to inform decision makers on ship design, MAGTF equipment fielding alternatives, and alternative methods of MAGTF employment from ships.	N/MSIC	x			x			NTA 1.5.2 NTA 1.5.2.1 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5

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RC 30	**MPF UAS Integration**	Operate unmanned aerial systems from MPF platforms that are capable of aerial resupply to dispersed forces and other systems capable of providing real-time ISR images and video.	Provide R&D funding to assess platform suitability and operate Cargo UAS and ISR UAS from MPF Platforms specifically the T-AKE's.	MPF has no organic aerial connectors. T-AKE has no organic surface or aerial connectors. UAS systems operating from MPF platforms will mitigate this gap in organic connectors. UAS would offer a seabase-to-objective resupply option for the MAGTF. ISR capable UAS would provide real-time video and image to the MAGTFs seabased C2 nodes and enhance protection of the sea base.	T-AKE, LMSR, T-AK, MLP	x			x	x	x	NTA 1.1.2.5 MCT 1.12.3 MCT 1.12.5
RC 31	**MLP Modular Block Upgrades**	Enhance seabasing capabilities: USMC desires the capability to support a reinforced rifle company size special purpose MAGTF (455 personnel). *Berthing Module for 300 personnel. *NAVAIR certified aviation spot *Medical *Command & control *Mission planning *Landing craft operations *Container handling crane.	Provide R&D funding to assess platform suitability and cost of modular block upgrades.	Modular block upgrades (MBU) will enable MLP to support a greater range of operational capabilities. With proper MBU, MLP has greater capacity to close, assemble, employ, sustain and reconstitute the MAGTF in seabasing operations.	MLP	x		x	x			NTA 1.5.2.2.3 MCT 1.12.1 MCT 1.12.3 MCT 1.12.5
RC 32	**Naval Surface Fire Support**	A supportable, interoperable capability that ensures continuous adverse-weather, all-terrain fires/effects with extended range munition choices, enabled by comprehensive target-weapon pairing capabilities that are interoperable with joint aviation, ground and ship fires systems.	Continue funding and support for DDG-1000 class ships. Fund development of extended range 5-inch projectile to compliment DDG-1000.	The MAGTF will have greater ability to conduct Joint Forcible Entry Operations. Increased NSFS capacity will afford the MAGTF increased survivability and shaping options.	DDG-1000, DDG-51	x	x					NTA 1.5 NTA 3 NTA 3.2 MCT 1.6 MCT 3 MCT 3.2 MCT 3.2.5.3
RC 33	**Electromagnetic Railgun (EMRG)**	A supportable, interoperable capability that ensures continuous adverse-weather, all-terrain fires/effects with extended range munition choices, enabled by comprehensive target-weapon pairing capabilities that are interoperable with joint aviation, ground and ship fires systems.	Continue funding of EMRG S&T effort (POM-15 initiative).	The MAGTF will have greater ability to conduct Joint Forcible Entry Operations. Increased NSFS capacity will afford the MAGTF increased survivability and shaping options. The MAGTF will have greater capability to seize objectives further inland to accomplish JFC endstate.	DDG-1000, DDG-51	x	x					NTA 1.5 NTA 3 NTA 3.2 MCT 1.6 MCT 3 MCT 3.2 MCT 3.2.5.3

THE SEA-BASED CAPABILITY DELIVERED BY NAVAL FORCES ALLOWS US TO OPERATE WITH OUR FRIENDS AND OUR PARTNERS AROUND THE WORLD WITHOUT CREATING UNDUE BURDENS ON OUR HOST NATION FRIENDS. OUR COUNTRY IS A MARITIME NATION.

AS SUCH, THE UNITED STATES OF AMERICA RELIES HEAVILY ON THE MARITIME COMMONS FOR THE EXCHANGE OF COMMERCE AND IDEAS AND MANY NATIONS DEPEND ON US TO MAINTAIN THAT FREEDOM OF MOVEMENT ON THOSE GLOBAL COMMONS.

BY KEEPING THE SEA LINES OF COMMUNICATIONS OPEN, WE PREVENT REGIONAL CONFLICTS, AND WE DETER THREATS TO OUR NATIONAL INTERESTS.

-AMOS