Captain Coles: I am looking forward to seeing our new attaché s at the new Naval Attaché orientation briefings being held this Tuesday on 23 October. This is a great chance for all to learn and to ask questions. Hope everyone is able to enjoy the great autumn weekend in the DC area!

Office of Naval Research (ONR) conference: ONR will be holding a Science and Technology Partnership conference 22-24 October at the Hyatt Regency Crystal City. See ONR’s website for details and registration: www.onr.navy.mil

Orientation Brief: Last chance to sign up for the Orientation for new Naval Attachés being held on 23 October, from 0900 to 1200. Please RSVP to navyflorsvp@navy.mil or 703-693-9500.

Mark the Calendar: The annual Holiday Reception will be held on Saturday, December 1 at the Organization of American States Building from 1900 to 2200. Invitations will be mailed at the end of the month.

Upcoming List of Events:
Reminder: Events listed are for planning purposes only. Please don’t assume you are invited unless you receive a personal invitation.

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<td>Naval Attaché Orientation</td>
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<td>05 NOV</td>
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PHOTO OF THE DAY

STRAIT OF MESSINA (Oct. 15, 2012)... The aircraft carrier USS Enterprise (CVN 65) transits the Strait of Messina. Enterprise is deployed to the U.S. 6th Fleet area of responsibility conducting maritime security operations and theater security cooperation efforts.

This Day in Naval History - Oct. 18
www.history.navy.mil
1812 - U.S. sloop of war Wasp captures HM brig Frolic.
1867 - USS Ossippee and USS Resaca participate in formal transfer of Alaska to U.S.

CNO Joins Maritime Leaders At RSS 2012
(NAVY NEWS SERVICE 18 OCT 12) ... Chief of Naval Operations Public Affairs

VENICE – Chief of Naval Operations (CNO) Adm. Jonathan Greenert was the Chairman of the 9th Regional Seapower Symposium (RSS) first session which focused on “Recent operational experiences and their influence on future platforms,” Oct. 17.
In CNO’s opening remarks, he talked about the importance of RSS and how it benefits the international maritime forces who attended.

“This is a perfect forum to bring together mutual issues that we can talk about,” said Greenert. “It is an opportunity to build relationships, share lessons learned and to build some concepts of operations for [potential] world events in the future.”

CNO then outlined the session’s focus.

“We [panel members] will talk about recent operations and what those implications may be for future operations, both in ship construction and concept of operations,” said Greenert.

CNO went on to discuss recent operations which proved to have significant influence on informing future operations and construction. As examples, Greenert drew from lessons the Navy learned during Operation Unified Protector, the International Mine Counter Measure Exercise (IMCMEX12) and Operation Active Endeavor. Each of these evolutions increased the Navy’s knowledge on unmanned vehicles, cyber, and counter terrorism measures.

He gave detailed examples of how the Navy is integrating old and new technologies into today’s missions as demonstrated by USS Ponce during IMCMEX12 and how Firescout was used on an older surface ship in the Mediterranean during Operation Unified Protector.

“These are insights of current operations and things we’re doing today [older vessels/platforms with new technology/payloads]” said Greenert. “We don’t need sophisticated solutions [to be effective].”

Additionally, CNO spoke about the importance of communicating with partners and allies and how information needs to be shared. He emphasized the need for a common operational picture and how information needs to be accessible to cooperating maritime forces.

Following Greenert’s remarks he introduced other panel members which included maritime leaders from Germany, Greece, Netherlands, United Kingdom and NATO and a presenter from Fincantieri, an Italian ship-building company.

The RSS, hosted by the Chief of the Italian Navy, was held at the Italian Naval War College in Venice. It was attended by 39 Navies operating in the wider Mediterranean and beyond, as well as representatives from 12 International Organizations.

**Afloat Forward Staging Bases**

*(CHIEF OF NAVAL OPERATIONS BLOG 15 OCT 12)... Adm. Jonathan W. Greenert*

You may have read about the big international mine exercise we had last month in and around the Arabian Gulf. There’s a reason we are focused on mines. Although anti-ship cruise and ballistic missiles constitute a significant and growing threat, mines have damaged more ships since World War II than missiles, torpedoes, or small boat attacks combined. Furthermore, mines don’t distinguish between friend and foe, creating a substantial hazard for every ship that passes by.

Getting rid of mines is hard, time-consuming work. Current and traditional concepts of operation have minesweeping ships and helicopters travel from their base to the mined area, mechanically “sweep” an area for contact and magnetic mines, hunt for other mines with sonar, and then neutralize them with small explosive charges. When the helicopters or ships run low on fuel, or equipment breaks, they have to travel (sometimes days) back to base to be refueled and re-equipped.

To help address this problem, we recently used an idea – and a ship – that has been under discussion for several years. To keep our minesweepers close to the operation, while speeding up mine clearing, we deployed USS Ponce (AFSB(I) 15) to be an Afloat Forward Staging Base (AFSB) in the Arabian Gulf. Originally a Landing Platform Dock (LPD) built in 1966, Ponce was converted earlier this year to enable MH-53 (Sea Dragons) minesweeping helicopters, Avenger-class (MCM-1) mine sweeping ships, and anti-mine divers to refuel, repair, and rest between minesweeping runs.
AFSBs have been used for other missions and are a proven way to keep ships and aircraft in the fight. Destroyer and submarine tenders were forward deployed during World War II. Landing Ship Tanks (LSTs) were used in Vietnam during Operation Game Warden, supporting up to ten river patrol boats and two light attack helicopters. The shallow draft of an LST allowed it to operate in the main rivers of the Mekong Delta, increasing the range of river patrol boats. More recently, we used the aircraft carrier USS Kitty Hawk (CV 63) as an AFSB for special operations helicopters and personnel during Operation Enduring Freedom in 2001.

The need to clear mines and support special operations forces will not end anytime soon. And, because she is over 40 years old, Ponce will be an interim solution that will need to be replaced in the near term. To provide an AFSB for the long term, we plan to convert one Mobile Landing Platform (MLP), currently under construction, and build another from the keel up that adds a flight deck, berthing, fuel storage, equipment storage, and repair spaces. Like Ponce, the MLPs (and future AFSBs) will have a rotating crew of civilian mariners and military personnel so they can operate forward almost continuously.

AFSBs provide the nation with options. They can support patrol craft, auxiliary boats, helicopters, and special operations forces, providing a base of operations for everything from counter-piracy smuggling, maritime security, and mine clearing to humanitarian aid and disaster relief. Although a port provides the potential for greater logistical capacity, they may not be readily available when or where they are needed most. AFSBs can operate globally in international waters, providing what may be the only way to support an important mission.

AFSBs are not a new idea, but with rotating crews and increased capacity, the MLP will dramatically improve our capability where it matters most – forward. They are a key element of my tenet to “Operate Forward,” and are essential to effectively support our partners and allies in the Arabian Gulf and elsewhere.

**Sea-Based Strategic Deterrence: Past, Present, And Future**
(NAVY LIVE BLOG 17 OCT 12)... Rear Adm. Barry Bruner

In a previous blog entitled “Next Generation Ohio – Class” Rear Adm. Barry Bruner, Director of Undersea Warfare, talked about the next Ohio class submarines. In this blog he talks about not only the future of submarines but the past and present as well. Today we kicked off the 30th Annual Naval Submarine League Symposium, with the theme “The Future of Submarine Programs.” Naval and industry leaders are discussing the way ahead to maintain the submarines as key part of operating forward – strategic deterrence. I’d like to take a moment to highlight where we’ve been, where we are now, and where we’re going.

"Polaris - From Out Of The Deep To Target. Perfect."

With those words from the commanding officer of USS George Washington (SSBN 598) following the first Polaris missile launch from a submarine in 1960, the U.S. Navy’s SSBN force began its run as the most survivable leg of the nuclear deterrence triad. It was an incredible advancement in our readiness capabilities and made the silent service more reliable, flexible and ready to respond than it had ever been prior.

After the end of World War II, the lessons of adaptability learned from our rich legacy of protecting and projecting the nation through sea power proved invaluable as the United States immediately entered into the nearly half-century Cold War with the Soviet Union and its allies. It was the development of the ballistic missile submarine that was key to ensuring this war involved no direct military action, allowing for the United States’ eventual victory. During the Cold War, our undersea warriors served on six classes of ballistic missile submarines: George Washington, Ethan Allen, Lafayette, James Madison, Benjamin Franklin, and Ohio. Also known as the “41 for Freedom,” the submarines of the first five classes listed above deployed to provide a forward presence, completing more than 2800 patrols during their combined lifetime service of 43 years. These missions proved
the effectiveness of operating forward as their very presence served to deter aggression and preserve peace. I had the privilege of serving on USS Mariano G. Vallejo (SSBN 658), completing five strategic deterrent patrols between 1988 and 1991. As one of the final boats of the “41 for Freedom,” she was a phenomenal ship, always dependable and extremely capable for her time.

As the last of the “41 for Freedom” were being decommissioned, the Ohio-class submarine seamlessly assumed duties as the prominent platform of the sea-based leg of the strategic deterrent triad. Due in part to the extensive design efforts on the Ohio in the 1970s, the Navy delivered and is now maintaining a submarine that will continue to execute its mission through 2040. The largest U.S. submarines ever built, the Ohio-class SSBNs were originally outfitted with the Trident I (C4) missile and completed more than 1000 deterrent patrols. The current 14 Ohio-class SSBNs carry the improved Trident II (D5) missile, which makes up approximately 50 percent of the nation’s nuclear armament inventory.

An effective nuclear deterrent has been, is, and will continue to be a national imperative. It is a key component of the flexibility, reliability and readiness that makes our Navy the most effective in the world. The 2010 Nuclear Posture Review validated the requirement to maintain a continuous at-sea presence of SSBNs in both the Atlantic and Pacific Oceans. Also, our Navy’s SSBNs will carry approximately 70 percent of the nation’s deployed warheads under the New Strategic Arms Reduction Treaty (New START), and a successful transition to the Ohio Replacement SSBN is the submarine force’s highest priority. This new SSBN will maintain sufficient survivability to address projected future threats into the 2080s with the same success that the Ohio-class has had against contemporary threats. Designed and built with multiple cost reduction initiatives including a life-of-ship reactor core, modular construction techniques, and the re-use/re-hosting of current submarine systems including the Trident II (D5) strategic weapons system as the initial baseline mission payload, the 12 OHIO Replacement SSBNs will provide 21st century strategic deterrent capabilities at a responsible cost.

The Fiscal Slide: Five reasons the Pentagon will avoid the pain of sequestration.
(FOREIGN POLICY 17 OCT 12)... Gordon Adams

We are in the middle of a political and rhetorical donnybrook about the threat that falling off the fiscal cliff poses for our national security (to say nothing of what it would do to domestic discretionary spending). There will be some attention to this "crisis" in the last two presidential debates.

It is a crisis carefully engineered by the Budget Control Act, passed in August 2011: If the Super Committee failed, which it did, automatic cuts, which legislative language dubbed a "sequester," would be imposed January 2, 2012.

In September of this year, the Office of Management and Budget solemnly certified that these cuts would take 8.2 percent of FY2013 appropriated funds away from every "program, project, and activity" (PPA) in domestic discretionary spending and a whopping 9.4 percent from the "non-exempt" parts of the defense budget.

But does this mean the end of our national security (and domestic well-being), as the political debate suggests? A little careful noodling about the impact of a sequester on the Defense Department suggests it might not be the end of the world. In fact, it might be exactly the fiscal discipline DOD needs.

Let me get technical for a moment, so we can actually see what might go on. First, the law made it clear that the administration could exempt funding for troops and their benefits (including retiree benefits) from the fiscal cliff. The administration has done that, so the troops will be okay. (Their number is coming down anyway as a result of the end of the wars in Iraq and Afghanistan.)

Then, there is the matter of procurement and what some see as the almost cataclysmic level of devastation that such harsh cuts would impose on the defense industry. Except they won't. It turns out the industry is pretty healthy, it has been for a decade, and it is working on contracts that have been funded in prior budget years, which are exempt from sequestration.
As the director of defense procurement put it: "The vast majority of our contracts are fully funded, so there's no need to terminate existing contracts unless the product is no longer needed." Lockheed treasurer Ken Possenriede agreed that sequestration was not a near-term problem: "If sequestration happens, just based on our normal business rhythm, we're comfortable from a cash-on-hand standpoint that we'll endure that."

How about military operations, including the war? Well, the war budget, which has never really been separate from the non-war budget -- that's a political fiction the executive branch and Congress set up, but the funds are, in reality, mixed -- is included in a sequester, which might sound terrible for the troops in Afghanistan.

But, the reality is that the funds for DOD operations (war and much else) are very "fungible," as we budget wonks like to put it, meaning the funds can be moved around among programs pretty flexibly -- from training to education to base operations to the costs of operating troops in the field. And OMB and the Pentagon agree that "PPAs," in operations land, means "accounts." And accounts are things like Army Operations and Maintenance, which can cover all of the above activities. So, the service managers would have 9.4 percent fewer funds than the Congress gave them, but significant flexibility to move them around, setting priorities and making choices. Let's say they have a scalpel to work with, not a bludgeon.

So what about research -- the investments in the future of defense technology? Well, here, too, there would be 9.4 percent fewer dollars than appropriated. But R&D is what they call a "level of effort" area of funding -- you buy as much R&D as the money allows, but you don't have to cut items out of a production contract. And the Pentagon would have some flexibility as well, since most R&D "program elements" cover a variety of R&D projects, so fewer resources means setting priorities and making choices.

Beyond these technical flexibilities, DOD, like other departments, would also have recourse to reprogramming funds and using its general transfer authority. The flexibility here is pretty great; over the past decades some reprogram and transfer totals have been in the tens of billions of dollars. What it takes is making the same tough choices, many of them internal. A few, the transfers, would have to be communicated to Congress, where the senior leadership of the key authorizing and appropriating committees (who don't want to devastate discipline) would be likely to agree, especially as they were the most anxious to protect defense.

And OMB could alleviate the short-term urgency by agreeing to hold off on taking the cuts until later in the year, by approving overall funding ("apportionment") at a higher level early in the year, and delaying the cuts until later, when planning in DOD was complete.

It is not a pretty picture; no management expert would say this is the way to do defense (or any other) budgeting. But it is not doomsday. In fact, it might be discipline -- exactly the kind of budgetary discipline the Pentagon has not had for the past decade. Good management, priority-setting, and greater efficiency might be the result.

And since the sequester would be a one-off, setting a lower baseline for future defense growth, our national security might just be as safe as ever. Gordon Adams is professor of international relations at the School of International Service at American University and Distinguished Fellow at the Stimson Center.

**Program Spotlight:**
**EP-3E Aires II Modification and Sustainment**

**Description**
The EP-3E Aires II is the Navy’s premier manned airborne intelligence, surveillance, reconnaissance,
and targeting (AISR&T) platform supporting naval and joint commanders. EP-3Es provide long-range, high-endurance support to carrier strike groups and expeditionary strike groups in addition to performing independent maritime operations. The 2012 force consists of two active-duty squadrons based at Naval Air Station Whidbey Island, Washington. Although optimized for maritime and littoral environments, capability upgrades have ensured EP-3E mission effectiveness in support of global contingency operations. The fusion of IP connectivity with SIGINT upgrades enabled continued alignment with the intelligence community (IC) and the early implementation of a distributed SIGINT concept of operations. Multi-INT sensors, robust communication and data links, and employment on the flexible and dependable P-3 air vehicle ensure effective AISR&T support to conventional and non-conventional warfare across the range of military operations. Operating around the globe, the EP-3E continues to satisfy critical Navy, joint, and combatant commander airborne ISR priorities and requirements. With the EP-3E scheduled for retirement in FY 2019, the Navy is focused on sustainment and modernization to pace emerging threats until a replacement capability is fielded with a family of ISR systems.

**Status**

EP-3E aircraft are the focus of several sustainment and modernization initiatives.

Sustainment: A series of special structural inspections (SSIs) and replacement of outer wing assemblies (OWAs) will provide the inspections and repairs necessary to ensure safety of flight until more comprehensive maintenance can be performed. These pre-emptive modification and replacement of critical structural components allow up to 7,000 additional flight hours. These programs ensure sustainment of the EP-3E fleet until the capability is recapitalized. Modernization: The EP-3E Joint Airborne SIGINT Architecture Modification Common Configuration (JCC) program will accelerate advanced capabilities to the fleet. The resultant program aligns mission systems to meet the challenges of rapidly emerging threat technology and addresses obsolescence issues. Spiral developments have modernized the aircraft systems, which include capabilities for an IP-based SCI network, improved electronic intelligence (ELINT) and communications intelligence (COMINT) collection, multi-platform geo-location, advanced special signals collection, information warfare (IW)/information operations (IO), and various quick-reaction capabilities (QRCs) developed for Operations Enduring Freedom and Iraqi Freedom. The aircraft is also equipped with forward-looking infrared (FLIR) and remote reach-back capabilities to satisfy critical operational requirements. In order to ensure EP-3E relevance beyond FY 2020, the aircraft have received ISR Task Force modifications and continue to incorporate QRCs in response to critical warfighter demands. Recapitalization capabilities migration (RCM) will allow development of the EP-3E and vital testing of equipment for the next generation of intelligence surveillance reconnaissance and targeting (ISR&T) platforms. The JCC Spiral 3 upgrade allows the EP-3E to pace the enemy threat by providing faster, more precise geo-location capability and allowing for better precision targeting, indications and warning (I&W), and direct-threat warning (DTW) against our adversaries’ rapidly developing technology. It also shortens the kill-chain and reduces risk of fratricide. The first JCC Spiral 3 aircraft was delivered to the fleet in the summer 2011 and in early 2012 is deployed.

**Developers**

L3 Communications, Waco, Texas
Argon Fairfax, Virginia
Ticom Geomatics, Austin, Texas
Aeronixs, Melbourne, Florida
Other suppliers include: AT&T Government Systems, Vienna, Virginia; BAE, Nashua, New Hampshire; CACI, Fairborne, Ohio; Delex, Vienna, Virginia; ITT, Thousand Oaks, California; Lockheed Martin, Denver, Colorado; Northrop-Grumman, Baltimore, Maryland; Raytheon Technical Services, Indianapolis, Indiana; Rockwell-Collins, Cedar Rapids, Iowa; SAIC, San Diego, California; Zeta Corp, Fairfax, Virginia; Fleet Support Team, Jacksonville, Florida; NAWC Aircraft Division, Patuxent River, Maryland; NAWC Weapons Division, China Lake, California; Navy Research Labs, Chesapeake, Maryland; NSWC Crane, Crane, Indiana, NSWC Dahlgren, Dahlgren, Virginia; and SPAWAR/NIWA, San Diego, California