



THE NAVAL AVIATION ENTERPRISE AIR PLAN



...One Vision, One Team

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"Leadership Strategy Process (LSP) is a proven key to unlocking constraints and aligning the NAE's collective strengths to increase the MV-22's readiness at an affordable cost."

LtGen Robling, Deputy Commandant for Aviation USMC

Leadership Strategy Process Initiative

The Aviation Support Logistics Branch, HQ Marine Corps, adopted a strategic road-mapping process for the MV-22 Osprey in October of 2010. This process, called the "Leadership Strategy Process" (LSP), assembled [Naval Aviation Enterprise](#) (NAE) resource sponsors and providers across the MV-22 Osprey Program and jointly mapped out prerequisites to achieve a common, strategic goal to increase readiness at an affordable cost and meet Type/Model/Series (TMS) requirements established in the Current Readiness Program.

- The LSP strategy serves as the TMS team's foundation, central to managing cost and readiness challenges to match the effectiveness and survivability of this unique platform, now entering into its 7th combat deployment.
- Crucial alignment of 13 organizations, all owning a stake in the platform, was valuable in the development/execution of the LSP plan. Alignment of activities was focused toward a single "virtual organization."
- This "virtual organization" uncovered obstacles within each individual organization's processes, then identified the necessary operational condition modifications and operational requirements to overcome the institutional conflicts across the Enterprise and within other provider organizations. For example:
 - A Critical Dynamic Component Team was formed and has solved three of eight readiness degraders.
 - A Prop Rotor Gear Box recovery plan was published to actively respond to supply shortfalls.
 - The number of 'long-term down' aircraft has been reduced from 18 to eight during the last year and a half.
- LSP fosters the development of detailed tasks to address obstacles of operational requirements. Alignment of business rules, budgeting processes, and shared metrics determines the success of this virtual organization.
- Continued success of the LSP relies on the participation and cooperation of the key member agencies. A willingness to own and internalize improvement efforts in a short period has increased aircraft readiness and reduced overall cost by 26%, or more than \$45.7M (FY10 dollars) over the past year.

Latest NAE Award Winners, 2011

August	John Quartuccio, Naval Air Systems Command
September	Michael Berkin, Naval Air Systems Command

Key Messages

- LSP is a strategic mapping process that focuses NAE stakeholder organizations on jointly overcoming obstacles and helping the MV-22 Osprey TMS achieve increased readiness and reduce costs.
- The LSP is a natural extension of transparent and collaborative Enterprise efforts to advance and sustain Naval Aviation warfighting capabilities at an affordable cost...today and in the future.
- LSP provides a strategic roadmap for large projects, yet is scalable for smaller events.

Facts and Figures

Since its inception in October 2010, the LSP has helped the MV-22 Osprey program achieve:

- A cost per flight hour (CPFH) average monthly savings of \$2,525 (21% reduction) since FY10 to date (CPFH monthly average decreased from \$11,648 to \$9,123).
- A steady Mission Capable Rate increase of seven percent over the last 10 months.
- Fleet growth with an additional 20 MV-22 aircraft in operation over FY 2011-2012.