STATEMENT BY

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(RESOURCES, WARFARE REQUIREMENTS AND ASSESSMENTS)

BEFORE THE

SUBCOMMITTEE ON SEAPOWER

OF THE

SENATE ARMED SERVICES COMMITTEE

ON

DEFENSE AUTHORIZATION REQUEST FOR FISCAL YEAR 2001

SEAPOWER OPERATIONS AND REQUIREMENTS

23 MARCH 2000

Madame Chairwoman, Senator Kennedy, distinguished members of the Seapower Subcommittee. I am Major General Dennis Krupp, Director of the Expeditionary Warfare Division. Thank you for this opportunity to appear before you to discuss seapower operations and requirements.

Last year when I appeared before this committee, I stated that my priorities were: 1) getting the forces to the fight – possessing the lift to get them there; 2) meeting asymmetric threats; 3) ensuring force protection; and 4) executing our national security objectives. These have been and will continue to be my priorities.

The stated objective of getting the force to the fight implies a high state of readiness and that we will achieve through recapitalization and modernizing our amphibious forces.

One of the most pressing threats to our naval forces continues to be the threat of sea mines. . In terms of availability, variety, cost-effectiveness, ease of deployment, and potential impact on joint expeditionary warfare, mines are perhaps the most attractive weapons available to any country determined to prevent U.S. naval forces from assuring the access required to achieve sea control and project power ashore. Mine countermeasures are critical to our ability to effectively control, shape and dominate the battlespace.

Today, we have the best dedicated Mine Warfare Force in the world. This force consists of 27 ships assigned to our Mine Warfare Command at Ingleside, Texas. In Bahrain we have 2 MCMs and 4 MH-53Es forward deployed. They will be permanently homeported there between now and June of this year and we will

be homeporting 2 MHCs in Bahrain as well by September. Additionally, we have 2 MCMs and their crews and dependents in Sasebo, Japan, under the provisions of the Overseas Family Residency Program. These ships are providing our CINCs a valuable and viable on-scene MCM capability that serves to mitigate the 30-45 days that would otherwise be needed for the ships to arrive in theater.

Last summer the *INCHON* battlegroup, comprised of the *USS Inchon* (MCS-1), and the Mine Countermeasures Ships *USS Avenger* (MCM-1), *USS Devastator* (MCM-6), *USS Champion* (MCM-4), and *USS Scout* (MCM-8) returned from their deployment. During the five-month deployment these ships participated in exercises with navies from France, Spain, Italy, and Greece. This was a banner deployment as it demonstrated our mine warfare capability while deployed and allowed us to exercise with our allies. What this force also provided was a viable, ready, and visible Mine Countermeasure Force in that region. During the deployment the mission of the *INCHON* battle group changed. Ultimately the Inchon battlegroup was tasked with evacuating non-combatants – ethnic Albanians fleeing war-torn Kosovo. They skillfully executed both missions.

We intend to maintain this superb dedicated force capability.

Over the next five years we will be testing and fielding a broad array of MCM systems and sensors organic to the battlegroup itself. Organic MCM systems are specifically designed to operate from the battlegroup's surface ships, submarines and helicopters to detect, identify, classify, and neutralize sea mines. These systems will provide operational

commanders with a flexible, in-stride capability inherent to the battlegroup to reduce sea mines in the deep and shallow water zone from being a showstopper to merely a speed bump. The battlegroup will be nominally outfitted with will be two Airborne Mine Countermeasures (AMCM) system packages resident in the CH-60 helicopter airframe, one surface ship off-board Remote Minehunting Systems (RMS), and one Long-Term Mine Reconnaissance System (LMRS) submarine off-board unmanned underwater vehicle. Our goal is to deploy the first organic MCM equipped Battle Group in 2005.

Mines and obstacles from the Very Shallow Water (VSW) to the surf zone remains our greatest challenge. The VSW Mine Countermeasures Detachment, comprised of divers and marine mammals, is excellent from the deep water to the surf zone at finding bottom mines, including buried mines. Additionally, they can identify and neutralize mines. The VSW Marine Mammal Detachments, the Underwater Breathing Apparatus, and the MK 17 Integrated Navigation Sonar Sensor are all fielded, capable operating systems; however, these systems do not achieve the goal of getting the man and the mammal out of the minefield. Developments in Unmanned Underwater Vehicles (UUVs) and Remotely Operated Vehicles (ROVs) have great promise, and will begin to transition to the Demonstration and Validation (DEMVAL) Phase in FY ’01. But, we are not there yet.

VERTICAL-TAKE-OFF-AND-LANDING TACTICAL UNMANNED AERIAL VEHICLE (VTUAV)

The Pioneer UAV proved invaluable during Kosovo. Using onboard video cameras and a re-transmisson link, Pioneer captured images of the Yugoslav order of battle in direct

support of the air campaign. It allowed naval forces to effectively neutralize any ship and land-based Surface-to-Surface missile threats from Kotor Bay and coastal defense sites without risking loss of manned aircraft and crews.

The next generation UAV is the VTUAV. The VTUAV will provide deployed naval commanders real-time or near real-time data required for intelligence and reconnaissance. Vertical launch and recovery capabilities provide naval operational forces unique operational assets that can operate from any air-capable ship as well as operate from confined land-based areas. The Navy expects the VTUAV to perform a variety of roles such as conducting detailed surveillance and reconnaissance, battle damage assessments, target identification, communications relay, chemical or nuclear monitoring, and for observing naval surface fire support.

Clearly, the advantages of this proven system are obvious. VTUAV will provide longer on-station time -- 12 hours -- increased operating range --- to 110 nautical miles, as well as flexible and more capable payloads such as day and night optical sensors and laser designators for targeting. Just last month, the Navy awarded a contract for the development and delivery of the VTUAV to the fleet.

THE AMPHIBIOUS FORCE

The global role that your naval forces have played in the past year has been well publicized -- the Arabian Gulf, Kosovo, Turkey, and East Timor. These recent events are fresh in our minds as well as those of the American people. What is not well

publicized however, is the history, frequency, and increasing commitments of your amphibious forces.

From 1969 to 1989 amphibious forces conducted 44 contingency operations ranging from combat to operations other than war. In the last ten years alone that figure has more than doubled to over 100 contingencies in half the time. Clearly, Amphibious Forces have become a “force of choice” for national decision-makers. Given the uncertain times we live in today, it is likely that this employment trend will continue to increase.

Let me cite a recent example that demonstrates the breadth and scope of capabilities of your Amphibious Forces. In April 1999 the KEARSARGE Amphibious Ready Group and the 26th Marine Expeditionary Unit (Special Operations Capable) was tasked with executing Tactical Recovery of Aircraft and Personnel (TRAP) missions. In May, KEARSARGE’s AV-8 Harriers flew air strikes during OPERATIONS NOBLE ANVIL and ALLIED FORCE. Later that month they evacuated Albanian refugees and then in June were the lead ground forces into Kosovo. Finally, in August, after operations ceased in Kosovo, the KEARSARGE ARG was then dispatched to Turkey for OPERATION AVID RESPONSE to assist after the tragic earthquake.

The employment of Amphibious Forces has broadened to encompass the entire spectrum of conflict from humanitarian assistance to major theater war. Amphibious Forces have demonstrated -- in times of crisis and frequently on very short notice – that they possess a capable and formidable “package” of ships and Marines to meet the threat across the full spectrum of modern conflict.

THE *SAN ANTONIO* CLASS (LPD-17)

As I mentioned before, the ships of your Amphibious Force are key to getting to the fight as well as supporting and sustaining forces once ashore. **Your amphibious force, however, are the oldest ships in the Navy**. Twenty (20) years ago amphibious ships were simply considered “troop haulers.”

Today’s amphibious platforms, such as the *SAN ANTONIO* Class Amphibious Transport Dock (LPD-17), represent a new generation of ships designed to transport, as well as support and sustain operations ashore.

The *SAN ANTONIO* class ships are a significant addition to the amphibious force as we move from the amphibious fleet of the 1980s to a more flexible and capable amphibious force for the 21st century. When LPD-28 enters the Fleet in 2008 the amphibious fleet will consist of LHAs or LHDs, *SAN ANTONIO* class LPDs, and LSD 41/49s.

The *SAN ANTONIO* will be equipped with the Ship Self Defense System, or SSDS MK 2 and the Cooperative Engagement Capability (CEC). These sophisticated systems will take threat targets, acquired both by organic and inorganic detection systems and automatically process and assign defensive systems for engagement. It will also have the Rolling Airframe Missile (RAM) Block II engagement system. A Navy analysis of the LPD 17 combat systems suite indicates that the baseline group meets all the requirements for near and mid term threats. Should these threats change in the future, space and weight have been reserved for improvements to the ship’s combat capability.

This versatile and flexible ship was specifically designed to operate in the littorals and is the keystone program within the amphibious community for future ship design and development under acquisition reform.

THE LANDING CRAFT AIR CUSHIONED (LCAC) SERVICE LIFE EXTENSION PROGRAM (SLEP)

The Landing Craft, Air Cushion (LCAC) is the primary platform for high speed, heavy lift, Over -The-Horizon transport of troops and materiel from ship to shore. The LCAC is one leg of the Amphibious Lift Triad (with MV-22 and AAAV). The LCAC is capable of reaching 70% of the world's beaches and is a key element in successfully executing *Operational Maneuver From The Sea* (OMFTS) and *Ship To Objective Maneuver* (STOM).

The first craft was delivered to the fleet in 1984 and with a designed service life of 20 years would reach the end of their service in 2004. The SLEP will extend the current craft service life from 20 to 40 years. The fleet inventory of LCAC is currently 74 operational craft and 10 reduced operational status craft. The 74 operational craft will be inducted into the SLEP at approximately the end of the first 20 years service.

The hull/buoyancy box will be replaced, effectively resetting the clock for hull fatigue. Several craft alterations will be incorporated to improve craft damage stability, fuel trim authority and reduce hull corrosion. The Command, Control, Communications and Navigation (C3N) suite will be replaced with a new PC computer based C4N suite that will upgrade the electronics from a 1970s transistor based hardware architecture to an Integrated Circuit software based architecture. The

software based architecture will permit future upgrades to be lower cost plug and play systems. Further, the capabilities of the updated system will provide significant improvements in navigation over the current dead reckoning system. Finally, the C4N suite will greatly improve navigation precision by incorporating an integrated inertial and GPS navigation system.

The improvements provided during SLEP will include increased lift, extended range and improved navigational precision.

THE "BIG DECK" AMPHIBIOUS SHIPS - THE LHAs AND LHDS

The centerpieces of the Amphibious Force are the “big decks,” the Amphibious Assault ships of the TARAWA (LHA-1) and WASP (LHD –1) classes. Your LHAs however, are rapidly reaching the end of their service life. Determining a replacement for these ships is key to ensuring that your amphibious forces remain credible, capable, and responsive.

The Commandant of the Marine Corps stated in his October 21st testimony last year before the HASC that, "An LHD-8 transition ship and follow-on LHA Replacement ships will better serve and meet Marine Corps requirements." As a member of the Navy staff whose primary responsibility is to ensure amphibious lift – I echo General Jones’ remarks.

Investments in amphibious assault ships will continue during the FYDP period, with funds for an additional LHD-class ship programmed in FY 2005. The Navy has procured seven LHDs to date. Acquisition of an eighth ship will provide sufficient large-deck amphibious assault vessels to sustain a 12-ship ARG

force when the first ship of the LHA-1 class reaches the end of its 35-year service life in 2011. In preparation for LHD-8's construction, design work has begun on a new gas-turbine propulsion system. Studies currently underway within the Navy are examining other cost-effective design changes that could be incorporated into LHD-8. Funding provided by Congress in FY 1999 and FY 2000 for construction of LHD-8 will be used to finance this ship.

Last year C.N.A. conducted a Development of Options Study and recommended that the Navy execute and complete an Analysis of Alternatives to determine the best option for the next generation "big deck" amphibious assault ship. The new ship should be capable of supporting the LCAC, the MV-22 for personnel lift, and fixed wing Close Air Support aircraft such as the AV-8 Harrier and the follow-on Joint Strike Fighter.

There is no doubt that the Navy and the Marine Corps will apply the lessons learned from the evolution of the Amphibious Force over the last half of the century to develop a new "big deck" amphibious ship. I cannot emphasize enough how critical a LHA Replacement ship is to the future of our Navy and Marine Corps.

If we are going to continue to send our forces in harm's way with increasing frequency then we must put our best efforts into providing the Fleet and the Corps a 21st century asset capable of meeting the asymmetric threats of the 21st century

SUMMARY

Expeditionary Warfare touches everything in the Navy. The operational employment of your amphibious forces over the past decade attests to our need to modernize and recapitalize these critical national assets. I need your continued support in: the development and fielding of new technologies in the Very Shallow Water zone -- getting the man out of the minefield; and funding for the Analysis of Alternatives to define the LHA Replacement ship.

Thank you for your continued support, interest in, and concern for your Sailors and Marines. I am ready to answer any questions you may have.