

US Special Operations Command

SPECIAL OPERATIONS FORCES INDUSTRY CONFERENCE



SOF ISR Roadmap

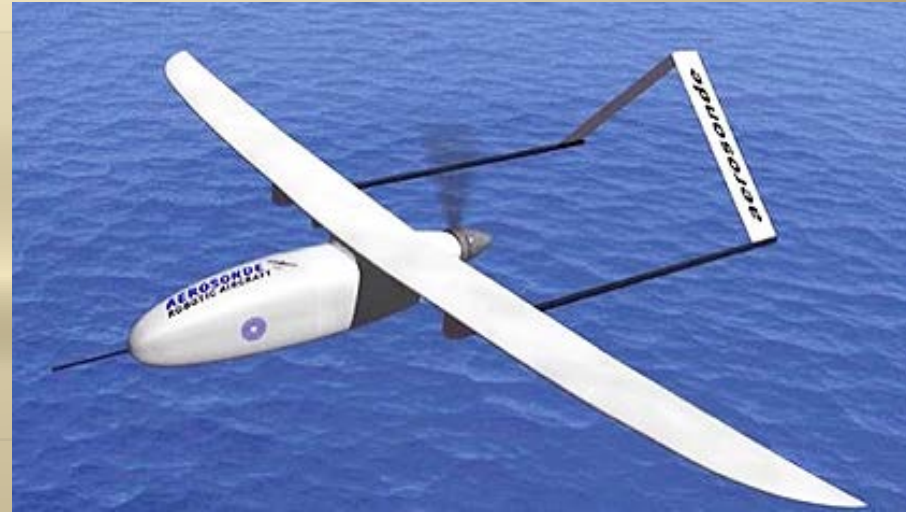
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OVERVIEW

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- Why an ISR Roadmap?
- How much do we need?
- ISR Capability Terminology
...names matter
- Investing in Tactical Capability
- ...the other 20%
- What do we need help with?
- Where are we headed?



WHY AN ISR ROADMAP?



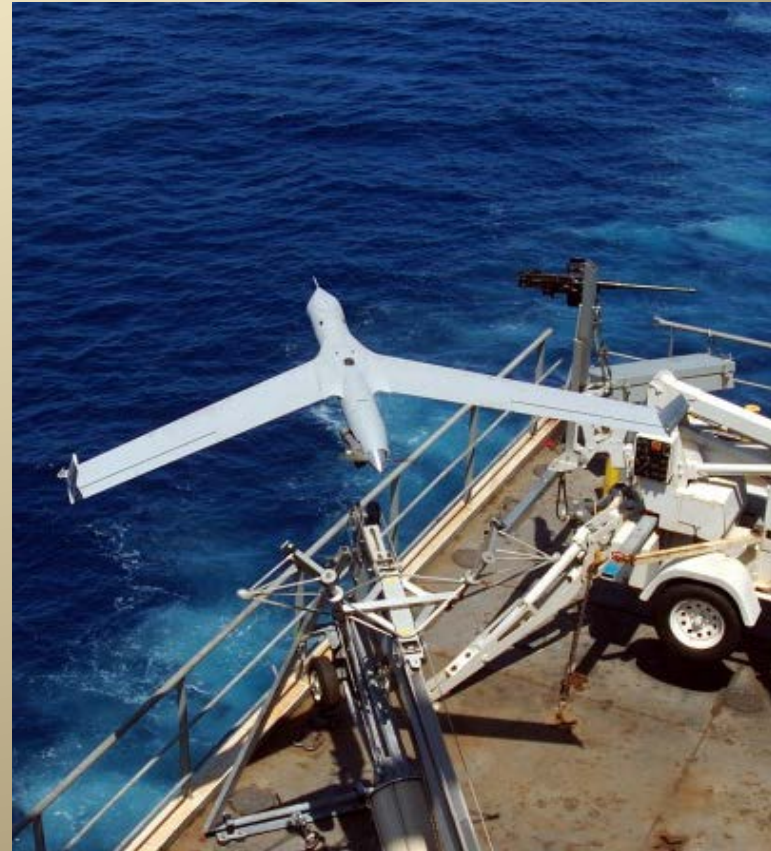
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- **Understand increasing demand for ISR support to SOF**
- **Describe current inventory, gaps and way ahead**
- **Guide investment strategy and ISR initiatives**
 - Align with National, DoD and overall SOCOM strategy
- **Key issues identified in the Roadmap:**
 - Investment in Tactical/Organic Airborne ISR and PED
 - Future manned Airborne ISR platform
 - Mitigating gaps in ISR support required from Services

HOW MUCH DO WE NEED?

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- **SOF ISR Data Call conducted**
 - Showed insatiable demand for permissive Airborne ISR
 - Demand for platform type vs. capability didn't match
 - Strategic “want” vs. Tactical/Organic “need”
 - Overlap in mission areas
- **Result: More specific criteria needed to spell out actual requirements**
 - Drive efficiency, effectiveness, budgetary responsibility



Increasing Demand, Decreasing Capacity

ISR CAPABILITIES – NAMES MATTER...

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THEATER/OPERATIONAL

Find, Fix, Finish, Exploit, Assess, and Disseminate (F3EAD)
("Cadillac")

- Capable of simultaneous multi-INT sensor operations
- Line-of-sight and beyond line-of-sight operations capable
- Data transport infrastructure supports forward based and reach-back PED

TACTICAL

Support to Precision Engagement, Force Protection, Building Partner Capacity
("Ford")

- Capability meets DoD/USSOCOM sharing agreements with partner nations
- Line-of-sight or beyond line-of-sight operations capable
- Data transport infrastructure supports forward based or reach-back PED

FOCUSED

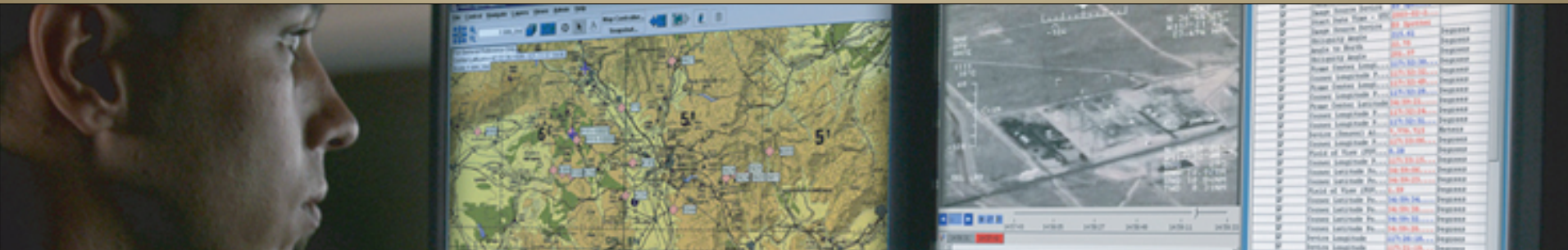
Reconnaissance, Surveillance, Target Acquisition (RSTA) and Situational Awareness (SA)
("Yugo")

- Capability meets DoD/USSOCOM sharing agreements with partner nations
- Line-of-sight operations capable
- Data transport infrastructure supports data exfil to forward based or reach-back PED

INVESTING IN TACTICAL CAPABILITIES

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- Requirements driving investment in “Ford” UAS
 - Group II UAS platform – light, flexible, share with partners
 - Group III UAS platform – deployable multi-INT but not “Cadillac”
 - Emphasis on providing ISR for SOF tactical commanders
- On track to build Tactical PED for TSOCs/Components
 - Empower with tools and training; no additional manpower
 - Cannot afford (and don’t need) more Cadillac PED
- Pursue a Next Gen Manned ISR Aircraft
 - Remain aggressive on timeline (ICD, AoA, CDD, etc.)



...THE OTHER 20%



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- **Need to *decrease reliance* on Airborne ISR**
- **Enhance Ground-based ISR capabilities**
 - Vehicle-mounted and body-worn equipment
 - Leave-behind provides solutions to endurance challenges
- **Grow Maritime ISR portfolio**
 - Matching ISR capabilities to current/future NSW platforms
 - UUVs and leave-behind systems for long-dwell times
- **Space, Cyber ISR support to SOF**
 - Scope areas for growth and collaboration

WHAT DO WE NEED HELP WITH?



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- **Sensors**
- **Communications and data compression**
- **PED efficiency**
- **Runway independence/deployability**
- **Size, weight, power and cooling (SWaP-C)**
- **Range and endurance**
- **Partner Nation affordability**

WHERE ARE WE HEADED?



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- **Focused investment of SOF dollars for ISR**
- **Cross-pollinating SOF-unique capabilities to improve DoD inventory**
- **ISR Foreign Internal Defense (FID) capacity growth**
- **Common solutions to ISR data transport problems**
- **Close partnership with Geographic Combatant Commands (GCCs) and Services**
 - Requirements and resource solutions
- **Work closely with industry**
 - Revolutionary, not incremental advances in ISR



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QUESTIONS?

