CAD/PAD International Logistics Meeting
(Jun 2018 ILM)
AV/TAV-8B Training
• How we got here.
  • Sequestration
  • Inaccurately projected Sun-downing of the TMS
  • 8 years of budget cuts

• What we are doing.
  • OAs
  • Prioritizing (Deployments, Overaged assets etc.)

• How you can help.
  • Fleet Return
  • Request SLEs
• Sequestration contributed significantly to budget constraints leading to spike in Service Life Extensions (SLEs)
  • Cuts slowed procurement execution increasing stock shortages
  • Contributed to shrinking vendor base due to small quantities required of the platform

• Projected “Sun-Downing” of the T/AV-8B A/C inaccurate.
  • Resulted in inaccurate requirements to be procured under just in time requirements strategy. Further depleting stock.
  • Obsolescence
What We Are Doing

As of April 2018

• Continue to perform Ordnance Assessments (OA) on all T/AV-8B assets
  • Quality Control of Installed Assets
    • Ex. MG67 Red Stripe and MT28 taken out of service
      grounding approximately one third of the fleet
  • Allows for Service Life Extensions (SLE) or a Service Life Change (SLC)
• Prioritizing Production of the most at risk Devices
• Improving contract execution
• Seeking additional funds through other sources
The following 2 IRACs were issue since last ILM for the T/AV-8B Aircraft

- **IRAC 139, date-time-group - P 031905Z MAY 17**
  - Permanently change the service life of DODIC MG59 – Install Life remains unchanged at 90 months. Shelf Life changed from 174 to 186 months.
  - Permanently changed the service life of DODIC M597 – Install Life changed from 63 months to 75 months. Shelf Life changed from 156 months to 168 months.
  - Permanently changed the service life of DODIC M688 – Install Life remains unchanged at 136 months. Shelf Life changed from 236 months to 252 months.

- **IRAC 140, date-time-group - P 011507Z JUN 17**
  - Permanently changed the service life of DODIC M647 – Install Life changed from 108 months to 111 months. Shelf Life changed from 240 months to 252 months.
There were 7 Conventional Ordnance Deficiency Reports (CODR) since last ILM in May 2017

<table>
<thead>
<tr>
<th>DODIC</th>
<th>Qty</th>
<th>Issue</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>MG40</td>
<td>1</td>
<td>Damaged</td>
<td></td>
</tr>
<tr>
<td>MT85</td>
<td>3</td>
<td>Inadvertently Fired</td>
<td></td>
</tr>
<tr>
<td>SU37</td>
<td>1</td>
<td>Sheared Threads</td>
<td></td>
</tr>
<tr>
<td>SU47</td>
<td>1</td>
<td>Damaged</td>
<td></td>
</tr>
<tr>
<td>XW36</td>
<td>1</td>
<td>Igniter Rotated</td>
<td></td>
</tr>
</tbody>
</table>

7 assets $34,958.00

As of April 2018
How you can help? As of April 2018

- Understand and take full advantages of the Fleet Returns process

- Make every attempt to get the full life out of all AV-8 units
  - Request SLEs for PARAMS at minimum

- Work with CAD/PAD and the Program Office to continue in planning priority of assets.
  - (Deploying Aircraft, Mission specific Aircraft etc.)
Why OA?

- MG67 OA Test

As of April 2018
## T/AV-8B Trouble Item Summary

<table>
<thead>
<tr>
<th>DODIC</th>
<th>Name</th>
<th>Status/Issue</th>
<th>Current Mitigation</th>
<th>Get Well Date</th>
<th>Future Mitigation</th>
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</thead>
</table>
| 4W24    | Mild Detonation Cord Set (SU46, SU47, SU48 and SU49) | Late Vendor Delivery  
- Hardware procurement delays  
- Contractual documentation discrepancies | SLE                | Aug 18        | Hazard Risk Analysis (HRA) SLE          |
|         | Impact: 11 TAV-8B Aircraft                |                                                          |                    |               |                                        |
| MT28    | Divergent Rocket Motor (Tbird)            | Vendor Issues  
- Sole source vendor did not bid on contract  
Ordnance Assessment  
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| JM68  | Shielded Mild Detonation Cord Set | Late Vendor Delivery  
- X-Ray and ADC backlog | SLE                | Jul 2018        | SLEs            |
|       | Impact: 8 TAV-8B Aircraft  |                                  |                    |               |                  |
| M647  | Impulse Cartridge         | Vendor Issues  
- Failed Dud test  
- No bid on FY17 and FY18 Requirements | SLE                | Sep 2018        | SLEs HRA        |
|       | Impact: 4 TAV-8 20 AV-8   |                                  |                    |               |                  |
# T/AV-8B Trouble Item Summary

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</thead>
</table>
| XW36  | Seat Catapult Cartridge | **Contract/Propellant Issues**  
- Obsolete propellant production materials  
- Contractual TDP discrepancies | SLE | Jun 2019 | SLE |