CAD/PAD International Logistics Meeting (2018 ILM)
CAD/PAD Health Metric T-6
<table>
<thead>
<tr>
<th>DODICs with Trace Data</th>
<th>Current data</th>
<th>Projected - lose largest lot</th>
<th>Production Risk</th>
<th>Technical Risk</th>
<th>Overall Risk</th>
<th>OA Scheduled</th>
<th>Next Est. Delivery Date</th>
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<tbody>
<tr>
<td>DWEV</td>
<td>No SLEs</td>
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<tr>
<td>DWEF</td>
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<tr>
<td>DWHF</td>
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<td>FY19</td>
<td>11/13/2018</td>
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<tr>
<td>J46</td>
<td>No SLEs</td>
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<td>Red</td>
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<td>High Risk</td>
<td>FY19</td>
<td>1/28/2019</td>
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<td>11/13/2018</td>
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<td>11/13/2018</td>
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<tr>
<td>J54</td>
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<td>T-35B , T-38C , T-6A, T-6B, T-6D</td>
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<td>7/31/2018</td>
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<td>Red</td>
<td>0-1 Months</td>
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<td>8/31/2018</td>
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<tr>
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<td>10/1/2018</td>
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<tr>
<td>J59</td>
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<td>J60</td>
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<td>T-6B</td>
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<tr>
<td>J61</td>
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<td>J63</td>
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<td>9/30/2018</td>
<td>T-6A, T-6B, T-6D</td>
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<tr>
<td>J64</td>
<td>No SLEs</td>
<td>Red</td>
<td>Red</td>
<td>3-6 Months</td>
<td>Critical</td>
<td>FY18</td>
<td>8/31/2018</td>
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<tr>
<td>JN26</td>
<td>No SLEs</td>
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<td>FY20</td>
<td>7/30/2018</td>
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<tr>
<td>DoDIC</td>
<td>Name</td>
<td>Issue</td>
<td>Current Mitigation</td>
<td>Get Well Date</td>
<td>Future Mitigation</td>
<td></td>
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</tr>
</tbody>
</table>
| JL57  | JAU-79/A Cartridge Actuated Initiator | Production  
- Technology test failures  
- Solo mode operation | Feb 2019. | Digital Inline Timer (DIT) |
| JL56  | JAU-78 & 91/A Cartridge Actuated Initiator | Production  
- Old design had multiple no-fires in 2014  
- Latent defect effected all installed lots  
- Closely tied to JL57 | - Bypassing with solo mode  
- Contractor nearly complete with replacement build for defective hardware | Dec 2018 | Digital Inline Timer (DIT) |
| JL64  | CCU-156/A Cartridge, Impulse | Production  
- Poor propellant performance | - Service Life Extensions | Sep 2018 | Both lots will be rebuilt by the Contractor with improved propellant |
| DWEX | JAU-82/A Seat Movement Detection laser | Obsolescence  
- Contractor cannot make any more DWEX units after current process.  
- Problems receiving next lot of TLX Ammo data cards | - SLEs where possible  
- Cannibalizing units removed from CFIS-B installs with useful life remaining | Aug 2022, when CFIS-B replacements complete | Replace with JN53 as part of CFIS-B ballistic system replacement to current Laser system |
| DWEZ | JAU-81/A Internal Canopy Fracture Laser | Obsolescence  
- Being replaced by new CFIS-B ballistic system  
- Problems receiving next lot of TLX Ammo data cards | - Service Life Extensions  
- HRA / RA may be required | Aug 2022, when CFIS-B replacements complete | Replace with JN54 as part of CFIS-B ballistic system replacement to current Laser system |
## T-6 Trouble Item Summary

<table>
<thead>
<tr>
<th>DoDIC</th>
<th>Name</th>
<th>Issue</th>
<th>Current Mitigation</th>
<th>Get Well Date</th>
<th>Future Mitigation</th>
</tr>
</thead>
</table>
| DWEY  | CCU-158/A Laser Initiated Detonator | Obsolescence  
- Being replace by new CFIS-B ballistic system  
- Problems receiving next lot of TLX Ammo data cards |  
- SLEs  
- Planning OA test in FY19 to validate in-service lot | Aug 2022, when CFIS-B replacements complete | Replace with TLX as part of CFIS-B ballistic system replacement to current laser system |
| DWFH  | Donor Assembly, Single | Delayed contract award  
- Transitioning to IDIQ contract  
- Replacements coming in later than just in time need |  
- Expedite Delivery  
- Current OA Data can support extension to at least 156 months total age and 84 months install time | Nov 2018 | N/A |
| DWFI  | Donor Assembly, Dual | Delayed contract award  
- Transitioning to IDIQ contract  
- Replacements coming in later than just in time need |  
- Expedite Delivery  
- Current OA Data can support extension to at least 156 months total age and 84 months install time | Jan 2019 | N/A |
| JL53  | ATU-136/A Actuator, Mechanical | Delayed contract award  
- Transitioning to IDIQ contract  
- Replacements coming in later than just in time need |  
- Expedite Delivery  
- Current OA Data can support extension to at least 156 months total age and 84 months install time | Jan 2019 | N/A |
## T-6 Trouble Item Summary

<table>
<thead>
<tr>
<th>DoDIC</th>
<th>Name</th>
<th>Issue</th>
<th>Current Mitigation</th>
<th>Get Well Date</th>
<th>Future Mitigation</th>
</tr>
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<tbody>
<tr>
<td>JL46</td>
<td>Flexible Linear Shape Charge</td>
<td><strong>Production</strong>&lt;br&gt;- Delivery issues&lt;br&gt;- Limited OA data due to damaged returned test assets</td>
<td>- Service Life Extensions using like item data</td>
<td>Dec 2018</td>
<td>N/A</td>
</tr>
<tr>
<td>JL47</td>
<td>Periphery, Mild Detonating Cord</td>
<td><strong>Production</strong>&lt;br&gt;- Latent defect led to lot rebuild&lt;br&gt;- Limited OA data due to damaged returned test assets</td>
<td>- Service Life Extensions using like item data</td>
<td>Nov 2018</td>
<td>Working with Manufacturer to prevent latent defects</td>
</tr>
<tr>
<td>JL48</td>
<td>Overhead, Mild Detonating Cord</td>
<td><strong>Production</strong>&lt;br&gt;- JL48 change-outs dependent on JL47, zero JL47 units in inventory&lt;br&gt;- Limited OA data due to damaged returned test assets</td>
<td>- Service Life Extensions using like item data</td>
<td>Nov 2018</td>
<td>Working with Manufacturer to prevent latent defects</td>
</tr>
</tbody>
</table>
Production:
- JL57 production impacted (along with all T-6/T-38 SCID) due to JL56 LAT non-ignition failure (PSMEC produces nine different time delays with one production line)

Service Life Extensions (SLE):
- All new JL57s have a 60 month shelf life and a 24 month installed life
- SLEs up to 69 months will be issue on a case by case basis to mitigate the shortage
- Aircraft on SLE past the 24 month service life will be required to fly in solo mode to mitigate the risk of a seat to seat interaction during egress.

Future Ordnance Assessment (OA):
- OA Failure resulted in lots MBA12H001-039 through -042 removed (25 units)
- NSWC IHEODTD is waiting for fleet return units with adequate installed lives to be returned for follow-up OA testing in 3QFY18.
- Navy Fleet return units are dependent on change-outs issued from the September 2017 lot of JL57s.

General:
- OBOGS mitigation may require T-6 aircraft to return to BOTH mode
- Could potentially be replaced with an alternative time delay in the future.

Help Needed
- Help ensure items identified for change out for OA testing are replaced and returned to IH and not disposal
- Expedite T-6 DIT ECP where possible

(P)roduction:
- Deliveries delayed due to SCID production line supporting competing NACES (F-18, T-45), T-38, U-2 requirements
  - Mitigation: SLEs to bridge gap until deliveries
  - Mitigation: Prioritize shipments based on individual aircraft impact

(I)nventory/E-Stock:
- If no additional JL57s are procured in response to decreased service life, Navy inventory pipeline of JL57s will not meet future demands.
  - Mitigation: SLEs to bridge gap until deliveries
  - Mitigation: Prioritize shipments based on individual aircraft impact

(S)LE:
- SLEs will be issued for JL57 units up to 69 months install, but aircraft with JL57 units past the 24 months installed life will be forced to fly in SOLO mode
- If additional risk is not accepted for service life extensions past 69 months, aircraft could be grounded if deliveries delayed beyond August 2018

Future (O)A:
- If follow-up OA testing shows the JL57 has a worse aging trend then predicted, the service life will not be extended and could be decreased from 24 months.
Production:
• JL56 production was a failure to fire during LAT
• Nine different items compete for priority on the time delay production line

Service Life Extensions (SLE):
• All new JL56s have a 60 month Shelf life and a 36 month Install life
• SLEs can be extended out to 114 months total age and 95 months installed, but all aircraft with JL56s installed longer than 36 months will be required to fly in solo mode to mitigate the risk of a seat interaction during egress

Future Ordnance Assessment (OA):
• Next scheduled OA in FY20. May be escalated, based on programmatic need.

General:
• OBOGS mitigation may require T-6 aircraft to return to BOTH mode
• Could potentially be replaced with an alternative time delay in the future.

Help Needed
• Ensure OA assets returned to IH and not disposal
• Expedite T-6 DIT ECP where possible

(P)roduction:
• If current Contractor schedule slips USN deliveries past 30 Nov 2018, aircraft may be grounded
  • Mitigation: If USN deliveries delayed, modify USAF shipments to delivery to USN and avoid groundings due to lack of RIK capability (direct shipments)
  • Mitigation: Generate RA to support HRA in Aug 2018

(S)LE:
• If new lots do not improve performance, then aircraft may have to remain in solo mode

Future (O)A:
• The installed service life reduced to 36 month based on prior OA data. If new OA reduces service life further, US Navy inventory will not support demand.
Production:
• Two lots on contract 15CK128 were rebuilt due to failed LAT
  • Mechanite 19 supplier delivered improved batch
  • Second LAT failed in Mar 2018
    • Vendor conducting system analysis to determine lot acceptability
    • If accepted, would have a terrain clearance impact

Service Life Extensions (SLE):
• Current OA data supports extension to at least 120 months total age and
  72 months installed time.

Future Ordnance Assessment (OA):
• Last conducted OA was 2015, Next OA is scheduled in May 2018

Help Needed
• Assist in change-outs for OA testing through Jul 2018

(P)roduction:
• If lot failure cannot be resolved to allow delivery of units by Jun 2018, then
  aircraft will be grounded
• Mitigation: work to identify hard down aircraft that do not need to be supported

(I)ntventory/E-Stock:
• If a unit is damaged in an aircraft it cannot be replaced and aircraft will be grounded

Future (O)A:
• If units are not returned to IH, OA testing cannot be conducted
  • Indian Head is coordinating with the fleet to return units with the appropriate service life

Current Status / Actions / Risks

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<th>Milestone</th>
<th>Baseline</th>
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<td>Jan17</td>
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<td>Lot1</td>
<td>Feb17</td>
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<td>Lot2</td>
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<td>16D0002</td>
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<td>Lot1</td>
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<td>Lot2</td>
<td>Nov18(est)</td>
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<td>Lot2</td>
<td>Apr19</td>
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</tr>
<tr>
<td>Lot3</td>
<td>Jun19</td>
<td>Jun19</td>
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</table>
**Production:**
- Vendor is manufacturing new DWEX units on an Air Force contract
- Some units on this contract are allocated for the Navy, along with additional Replacement In Kind (RIK) return units from the Air Force.

**Service Life Extensions (SLE):**
- Current extensions up to 81 months Shelf Life (depending on installed time) and 60 months installed.

**Future Ordnance Assessment (OA):**
- OA testing conducted in Feb 2018.

**General:**
- The T-6 CFIS system, which includes the DWEX, is being replaced with a new ballistic system. The CFIS-B VAL/VER was completed Feb 2018 and TCTCO/TD ACC-777 was released March 2018. DWEXs with remaining service life will be reinstalled in aircraft that have yet to receive the CFIS-B retrofit. Future briefs will include CFIS-B change out schedule.

**Help Needed**
- Provide change updates to CFIS-B change schedule

**Future (O)A:**
- If current data does not support maintaining the 60 month service life then additional units will be needed to be procured to support the T-6 fleet until the CFIS-B retrofit begins.

**Distribution Statement A (18-157): Approved for Public Release. Distribution unlimited.**
There are no DWEZs on contract at this time. The DWEZ is being replaced by the new CFIS-B system.

**Service Life Extensions (SLE):**
- Installed assets can be granted SLEs out to 108 months installed if needed
- 85 service life extensions have been granted to date

**Future Ordnance Assessment (OA):**
- DWEZ DODIC has been removed from OA schedule

**General:**
- The T-6 CFIS system, which includes the DWEZ, is being replaced with a new ballistic system. The CFIS-B VAL/VER was completed Feb 2018 and TCTCO/TD ACC-777 was released March 2018. DWEZs with remaining service life will be reinstalled in aircraft that have yet to receive the CFIS-B retrofit. Future briefs will include CFIS-B change out schedule.

**Help Needed**
- Provide change updates to CFIS-B change schedule

**Likelihood**

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**Consequence**

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</table>

**Production:**
- If Production TLX lines are delayed, then additional extensions will be required to keep aircraft operational.

**Inventory/E-Stock:**
- If any units are inadvertently fired we do not have a replacement available, and that aircraft would be grounded

**SLE:**
- If additional extensions are required we would need an approved HRA, or aircraft may be grounded

**Obsolescence**

DWEY (CCU-158/A Laser Initiated Detonator)

Shelf Life 144 / Installed Life 84

As of 2 April 2018

**Production:**
- IHEODTD is not planning to procure DWEYs in the future

**Service Life Extensions (SLE):**
- DWEY units can be granted Service Life extensions out to 96 months
- IHEODTD has issued 182 service life extensions to date

**Future Ordnance Assessment (OA):**
- Next OA scheduled in FY19

**General:**
- The T-6 CFIS system, which includes the DWEY, is being replaced with a new ballistic system. The CFIS-B VAL/VER was completed Feb 2018 and TCTCO/TD ACC-777 was released March 2018. DWEYs with remaining service life will be reinstalled in aircraft that have yet to receive the CFIS-B retrofit. Future briefs will include CFIS-B change out schedule.

**Help Needed**
- Provide change updates to CFIS-B change schedule

**Inventory/E-Stock:**
- DWEY units will no longer be procured for change outs. If the CFIS-B retrofit is significantly delayed then the inventory will be driven to zero
- Mitigation: pull OA forward to support SLE or life change

**Future (OA):**
- If OA testing does not support the current service life, the stock will be depleted faster than planned with no replacements on contract.

---

Obsolescence

**Production:**
- Production efforts are going well

**Service Life Extensions (SLE):**
- Current OA data supports extension to at least 156 months total age and 84 months installed time
- We have issued 6 service life extensions to date

**Future Ordnance Assessment (OA):**
- OA testing scheduled for FY19

---

**Help Needed**
- Help ensure change outs are returned to NSWC IHEODTD for OA testing
Production:
- Production efforts are going well

Service Life Extensions (SLE):
- Current OA data supports extension to at least 156 months total age and 84 months installed time
- We have issued 2 service life extensions to date

Future Ordnance Assessment (OA):
- OA testing scheduled for FY19.

Help Needed
- Help ensure change outs are returned to NSWC IHEODTD for OA testing

(T6A/B (USAF, USN); T-6D (US Army))

DWFI (DONOR ASSEMBLY, DUAL)
Shelf Life 144 / Installed Life 72
As of 2 April 2018

Production efforts are going well

Service Life Extensions (SLE):
- Current OA data supports extension to at least 156 months total age and 84 months installed time
- We have issued 83 service life extensions to date

Future Ordnance Assessment (OA):
- OA testing scheduled for FY19

Help Needed
- Help ensure change outs are returned to NSWC IHEODTD for OA testing

**JL46 - FLEXIBLE LINEAR SHAPE CHARGE**

Shelf Life 96 / Installed Life 48

As of 2 April 2018

### Production:
- Production Lead Time is 36 months.
- Next delivery expected November 2018

### Service Life Extensions (SLE):
- Current OA data supports extension to at least 108 months total age and 84 months installed time

### Future Ordnance Assessment (OA):
- OA testing was scheduled for FY13 and FY16 but were cancelled due to OA samples have largely been damaged beyond use due to removal and shipping process.
- Next scheduled OA 2019

### Help Needed
- Assistance needed in developing sustainable Ordnance Assessment plan

### (P)roduction:
- If production is delayed, then the current stock could drop to zero and aircraft would be grounded starting in Apr 2019.

### Future (O)A:
- If usable units are not returned to IH, OA testing cannot be conducted
- Mitigation: Develop item removal training

---

**Distribution Statement A (18-157): Approved for Public Release. Distribution unlimited.**
**JL47 – PERIPHERY, MILD DETONATING CORD**

**Shelf Life 96 / Installed Life 48**

**As of 2 April 2018**

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**Project Overview / Summary**

**Production:**
- One lot of JL47 were found to have excessive epoxy at the ends of the loaded sleeve which prevented installation
- The defective lot was sent back to the manufacturer for rebuild and will be delivered in the Oct 2018
- New JL47s are on contract with deliveries scheduled in Nov 2018

**Service Life Extensions (SLE):**
- Current OA data on JL47/JL48 supports extension to at least 121 months total life and 83 months installed life.
- 105 service life extensions have been issued to date

**Future Ordnance Assessment (OA):**
- The last OA Test was in 2016. Previous OA samples have largely been damaged beyond use due to removal and shipping process.
- Next scheduled OA 2019

---

**Current Status / Actions / Risks**

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Baseline</th>
<th>Current</th>
</tr>
</thead>
<tbody>
<tr>
<td>15CK024 (Rebuild)</td>
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<tr>
<td>Preparing PR</td>
<td>Nov2019</td>
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(P)roduction:
- If production is delayed greater than 4 months, then current stock posture would remain at zero and aircraft could be grounded.
  - Mitigation: In-Service Engineering to monitor

(I)nventory/E-Stock:
- If a unit is damaged in an aircraft it cannot be replaced

Future (O)A:
- If usable units are not returned to IH, OA testing cannot be conducted
  - Mitigation: Develop item removal training

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**Help Needed**

- Assistance needed in developing sustainable Ordnance Assessment plan
- Coordinate and staff HRA and RA

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**Distribution Statement A (18-157): Approved for Public Release. Distribution unlimited.**
Production:
- One 2015 lot of JL47 were found to have excessive epoxy at the ends of the loaded sleeve. This prevented proper installation of the unit.
- The lot was sent back to the manufacturer for as a latent defect. A rebuilt lot will be delivered in late 2018.
- The JL47 and the JL48 must be installed together. Delays to the JL47 will affect JL48 installs.
- New JL48s are on contract with deliveries are scheduled in Sep 2018.
- None being issued as they are only changed out with JL47 (zero JL47 in stock).

Service Life Extensions (SLE):
- Current OA data supports extension to at least 121 months total life and 72 months installed life.
- 81 service life extensions have been granted to date.

Future Ordnance Assessment (OA):
- The last OA Test was in 2016. Previous OA samples have largely been damaged beyond use due to removal and shipping process.
- Next scheduled OA 2019.

Help Needed:
- Assistance needed in developing sustainable Ordnance Assessment plan.

Future (O)A:
- If usable units are not returned to IH, OA testing cannot be conducted.
- Mitigation: Develop item removal training.