



FMS – USAF ***T-6 / T-37 / T-38 / F-5***

11-12 Jun 2019



FINAL Approved: Case Number 75ABW-2019-0031 Approved for Public Release. Distribution Statement A: Distribution Unlimited

Integrity - Service - Excellence



Agenda



- T-6
 - 0.54 & 0.17 Second Time Delays
 - Powered Inertia Reel Device Cartridge (PIRD)
 - Automatic Deployment Unit (ADU)
 - Under Seat Rocket Motors (USRM's)
 - Canopy Fracture Initiation System - Ballistic (CFIS-B)
- A/T-37
 - Catapult
 - Challenges
- T-38/F-5
 - "M"-Series Initiators
 - CKU-7A/A Catapult
 - Ejection Seat Upgrade



T-6



- **0.54 Second Time Delay**
 - Dec 2018 Lot Acceptance Test (LAT) failure
 - Production on hold pending completion of delta qualification, est Nov 2019 – Apr 2020
 - Production will resume after delta qualification completed
- **0.17 Second Time Delay**
 - 0.54 LAT failure resulted in brief production hold
 - Later scheduled lots that were moved up could be impacted at completion of 0.54 delta qual
- **PIRD Cartridge**
 - Propellant obsolescence
 - New propellant qualified in cartridge – Jul 2019
- **ADU Cartridge**
 - Propellant obsolescence
 - Potential dash change to the part number



T-6



- USRM's
 - Recent shelf/service life increase from 96/96 months to 108/108 months
- PIRD Cartridge
 - Propellant obsolescence
 - New propellant qualified in cartridge – Jul 2019
 - Potential dash change to the part number
- CFIS-B
 - Est. shipment of FMS procured TLX lines and seat/internal initiators – Dec 2020
 - Country responsible for procuring hardware kit on own or through Textron
- USAF pursuing a 5 year IDIQ contract with seat manufacturer
- Undertaking letter required by seat components manufacturer
 - Must be renewed annually on country letterhead
 - Hard copy must be sent to manufacturer
 - Letter states country will use parts ONLY for intended purpose
 - No parts will ship without active letter



A/T-37



■ Catapult

- Propellant obsolescence
- Expensive (\$7M – \$10M) & lengthy (4 – 6 yrs) USG qualification program
- Private company qualification
 - Potentially less expensive & shorter time frame
 - USG will not provide a temporary shelf/service life increase recommendation

■ Challenges

- Reduced number of aircraft
- Older aircraft
- Obsolescence
- Increasing sustainment costs
- USG will not provide a temporary shelf/service life recommendation, data too old, no data



T-38/F-5



■ M-Series Initiators

- M25A1
 - 2013 & 2015 requirements Estimated Ship Date (ESD) Sep 2019
 - 2016 & 2017 requirements ESD May 2020
- M27
 - 2015 requirements ESD Jul 2019, hardware procurement delays
 - 2016 requirement ESD Feb 2020, hardware procurement delays
 - 2017 requirement ESD Jun 2020, hardware procurement delays
 - 2018 requirement
 - o Estimated contract award Sep 2019
 - 2019 requirement
 - GFM in work, estimated completion May 2020



T-38/F-5



- CKU-7A/A Catapult
 - 2017- 2019 requirements ESD Apr 2021; hardware procurement delays
- Ejection Seat Upgrade
 - USAF pursuing replacing the ejection seat in T-38 A & B models
 - Reduced number of aircraft with Northrop Improved seat
 - Increasing sustainment costs



Questions