



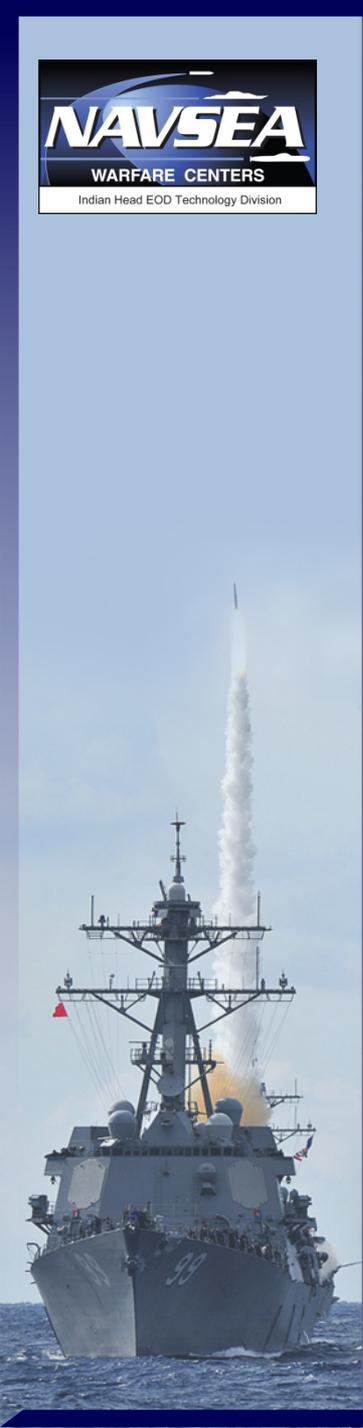
# CAD/PAD International Logistics Meeting (ILM)

## MV-22 PLATFORM STATUS & TRAINING

**Capt. Scott H. Kraft, USN**  
**Commanding Officer**

**Mr. Ashley G. Johnson, SES**  
**Technical Director**

- 11 June 2019 -





# State of the Platform

- Bottom line up front – The MV-22 Program is a logistically challenging program that continues to be plagued by stock shortage, Conventional Ordnance Deficiency Report (CODR), and extensive production times
- Currently, the JL01's corrosion issues are the main cause of CODR submissions and a decrease in stock. The human error factor, though small, still diminishes the inventory. Finally, production delays and prioritization increases the time of delivery as well as the amount of extensions submitted
- Working with the Program Office and reinforcing to the fleet the proper procedures and instructions provided in the Tech Manuals and Electronic Rapid Action Change (ERAC)
- The fleet should be ensuring that the Marines are following all instructions provided

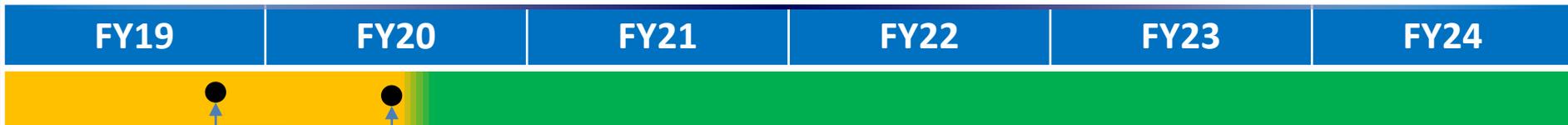


# Agenda

- Platform DODIC Summary
- Interim Rapid Action Changes (IRACs)
- Service Life Extensions (SLEs)
- CODRs
- Department of Defense Identification Code (DODIC) Status
- DODIC Update
- Questions



# CAD/PAD Summary



Aircraft Grounded	Operating at Serious Risk	Operating at Medium Risk	No additional CAD/PAD risk

Critical DODICs	Issue	Potential or Current Impact
<p>JL01 (replaced with JN39) <b>External Initiator</b></p>	<ul style="list-style-type: none"> <li>Late delivery due to spring issue.</li> <li>JL01 inspection findings of corrosion results in unplanned change-outs.</li> </ul>	<p>Reduced availability to support JL01 CODRs &amp; Replacement in Kind (RIK) for the MV-22 Production Line.</p>
<p>WA98-WB04 and WB06 <b>Thin Line Explosive (TLX)</b></p>	<p>Late deliveries resulting from low production yield, product recall, and Ammunition Data Card (ADC) compliance issues.</p>	<p>Aircraft operating on Hazard Risk Assessment (HRA) concurrence from the Program Office; limited RIK or CODR support</p>

**Actions in process to get well**

- Working with the Program Office to identify priority for change outs
- Applying Service Life Extensions to keep aircraft operational
- Working with manufacturer to expedite deliveries

**Help Needed**

- Provide funding for Aircraft above A-II quantities
- Identify upcoming Production Line RIK
- Enforce ERAC 1476
- Ensure OA sample return to NSWC IHEODTD



# IRACs

- No IRACs issued this fiscal year for MV-22.



# SLEs

Navy has 4,748 SLE requests this fiscal year 2019

DODIC	Approved Beyond	Approved	Limited Approval	Denied	Total
JL01	0	19	10	23	52
JL02	0	54	10	6	70
JL03	3	148	519	28	698
SS66	1	61	13	12	87
SS89	0	165	13	15	193
SS90	2	167	3	13	185
SS91	0	110	16	14	140
SS92	0	115	22	12	149
SS93	0	99	17	19	135
WA98	2	309	6	3	320
WA99	4	383	13	3	403
WB01	2	379	10	1	392
WB02	1	318	11	3	333
WB03	1	217	5	2	225
WB04	1	211	5	2	219
WB05	3	350	14	2	369
WB06	0	279	2	1	282
WB34	16	37	10	16	79
WB35	17	42	11	19	89
WB36	19	40	9	9	77
WB37	20	42	10	15	87
WB38	19	46	10	8	83
WB39	17	42	10	12	81
<b>Totals</b>	<b>128</b>	<b>3633</b>	<b>749</b>	<b>238</b>	<b>4748</b>

Distribution A (19-075): Approved for public release. Distribution is unlimited.



# CODRs

MV-22B has had 63 CODRs since last ILM (June 2018)

<b>DODIC</b>	<b>Qty.</b>	<b>Issue</b>
JL01	34	Corrosion, Human Error, and Inspection
JL03	2	Human Error, Faulty/Missing Hardware
JN39	2	Human Error
SS66	1	Human Error
SS89	6	Damaged Studs, Stripped Threads
SS90	8	Studs and Threads
SS92	2	Damaged Studs
SS93	3	Damaged Studs
WB03	3	Corrosion
WB34	2	Damaged, Human Error

Total Assets: 63

Replacement Cost Approximately- \$23,462.80



# DODIC Status

## Production:

- **JL01** is no longer in production and being replaced by the JN39.
- **JN39** production has resumed with new Spring and First Article Testing (FAT) has been invoked. Until assembled JN39s pass Lot Acceptance Testing (LAT)/FAT with new Spring, all deliveries are delayed.
- **WA98-WB06 Thin Line Explosive (TLX)** had multiple LAT failures and are competing with requirements from multiple other platforms.
- TLX Production Capacity is currently prioritizing DX-rated platforms, aircraft production lines and configurations with limited SLE capability above sustainment TLX lines.

## Inventory/E-Stock:

- JL01 stock has been depleted and issuing JN39
  - Mitigation: Issue SLE for scheduled change outs
- JN39 still being issued in response to JL01 CODRs
  - Mitigation: Stop conducting inspections per ERAC 1476
  - Mitigation: Request RIK assets from USAF CV-22 stock
- WA98-WB04/WB06 may not support production line RIK, CODR or scheduled replacements
  - Mitigation: With TYCOM approval, identify long-term down aircraft to cannibalize units



# DODIC Update

- There was a decrease of CODRs for JL03
- JN39 Cold Arming Verification test complete. Engineering is reviewing the data
- WA98-WB04 pending Request for Variance after experiencing and anomaly during LAT
- WB05 – Received shipment in Jan. 2019
- WB06 – Pending Failure Analysis Request submittal



# DODIC TRAINING

## CAUTION

**THE INSPECTION IS ONLY APPLICABLE TO THE JL01 EXTERNAL INITIATOR. INSPECTIONS OF THE NEWER COMPOSITE JN39 EXTERNAL INITIATORS ARE UNNECESSARY. INSPECTIONS OF THE JN39 CAN INDUCE DAMAGE TO THE PART AND LEAD TO AN OTHERWISE AVOIDABLE INITIATOR REPLACEMENT.**

## NOTE

**THERE ARE TWO DIFFERENT EXTERNAL INITIATORS (JL01 & JN39) WHICH MAY BE INSTALLED ON THE AIRCRAFT. EITHER INITIATOR MAY BE INSTALLED ON THE AIRCRAFT OR BOTH (JL01 & JN39) MAY BE INSTALLED ON THE SAME AIRCRAFT.**

- Check aircraft logbook for external initiator model installed at all six aircraft locations
- Is a JN39 initiator installed at any of the six external initiator locations on aircraft?**
- YES (No inspection necessary at specified aircraft location)
  - NO (Continue)



# Questions?