



PMA-202

Aircrew Escape & Crashworthy Systems ISSC Logistics

CAD/PAD ILM
11-12 June 2019



Who we are

- PMA-202 In-Service Support Center (ISSC) provides Engineering and Logistics support for all Aircrew Systems products.
- The AECS ISSC is located at FRC East, Cherry Point North Carolina and supports Navy and Marine Corps Ejection Seats, parachutes, and crash attenuating systems.



Systems/Products we support

Ejection Seats

- EA-18G
- F/A-18A-F
- T/AV8B
- T-45C

Survival Kit Assemblies

- SKU-3/A
- SKU-6/A
- SKU-10/A
- SKU-11/A

Crashworthy Crew Seat Systems

- AH-1W
- CH-53E
- MH-60R/S
- UH-1N

Parachute Systems

- A/P22P-20
- A/P22P-21
- A/P22S-24
- A/P22S-28, -30, -31
- A/P22S-32
- BA-22
- NB-6
- NB-8
- NC-3
- PCU-29/A

Harness Assemblies

- PCU-56/P
- PCU-58/P
- PCU-58A/P
- PCU-59/P
- PCU-60/P
- PCU-72/P
- PCU-73/P
- PCU-73A/P
- PCU-78/P
- PCU-78A/P
- PCU-79/P



12 Integrated Product Support Elements





Life Cycle Sustainment Management

Product Support Manager

The objective is to plan and manage cost and performance across the product support value chain, from design through disposal.

Supply Support

The objective is to identify, plan for, resource, and implement management actions to acquire repair parts, spares, and all classes of supply to ensure the best equipment/capability is available to support the Warfighter or maintainer when it is needed at the lowest possible Total Ownership Cost (TOC).

Package, Handling, Storage & Transportation

The objective is to identify, plan, resource, and acquire packaging/preservation, handling, storage and transportation (PHST) requirements to maximize availability and usability of the materiel to include support items whenever they are needed for training or mission.

Maintenance Planning & management

The objective is to identify, plan, resource, and implement maintenance concepts and requirements to ensure the best possible equipment/capability is available when the Warfighter needs it at the lowest possible Total Ownership Cost (TOC).



Technical Management

Design Interface

The objective is to participate in the systems engineering process to impact the design from its inception throughout the life cycle, facilitating supportability to maximize the availability, effectiveness and capability of the system at the lowest Total Ownership Cost (TOC).

Sustaining Engineering

The objective is to support in-service systems in their operational environments.

Technical Data

The objective is to identify, plan, resource and implement management actions to develop and acquire information.

Computer Resources

The objective is to identify, plan, resource, and acquire facilities, hardware, software, documentation, manpower and personnel necessary for planning and management of mission critical computer hardware and software systems. Coordinate and implement agreements necessary to manage technical interfaces, and to manage work performed by maintenance activities. Establish and update plans for periodic test and certification activities required throughout the life cycle.



Infrastructure Management

Facilities & Infrastructure

The objective is to identify, plan, resource, and acquire facilities to enable training, maintenance and storage to maximize effectiveness of system operation and the logistics support system at the lowest TOC. Identify and prepare plans for the acquisition of facilities to enable responsive support for the Warfighter.

Manpower & Personnel

The objective of the Manpower & Personnel IPS Element is to identify, plan, resource and acquire personnel, civilian and military, with the grades and skills required

Support Equipment

The objective is to identify, plan, resource and implement management actions to acquire and support the equipment (mobile or fixed) required to sustain the operation and maintenance of the system to ensure that the system is available to the Warfighter when it is needed at the lowest Total Ownership Cost (TOC).

Training & Training Support

The objective is to plan, resource, and implement a cohesive integrated strategy early in the development process to train military and civilian personnel to maximize the effectiveness of the doctrine, manpower and personnel, to fight, operate, and maintain the equipment throughout the life cycle.



PMA-202 AECS DEGRADERS

PMA-202 provides monthly degraders to DLA and NAVSUP for fleet reports. It's a quick reference tool to gain further insight into what is causing the delays and what courses of action are being taken to fill the back ordered requisitions.

NOMENCLATURE
CANOPY, EJECTION SEAT
ACTUATOR, SEAT HEIGHT, ASSY
MANIFOLD ASSEMBLY, R/H
COVER, ACCESS
GUIDE RAILS, R/H AIRCRAFT
RISER, PARACHUTE
INSERT,CONTAINER ASSY
LOW SPEED SELECTOR VALVE
14K ANEROID
REEL,SHOULDER HARNESS



NACES: CANOPY (MAIN PARACHUTE)

GENERAL INFO

NOMENCLATURE: Canopy (Main Parachute)

T/M/S: F/A-18, EA-18, T-45

SYSTEM: A/P28S-32 (SJU-17)

REPAIR LEVEL: "I" Level

OEM NAME: Martin Baker

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS:

1. Fleet Causes: (why coming off acft):
 1. Canopies are being short cycled. There is a 6 (2190 day) year repack and 15 year total life.
2. Supply Causes: (why no spares):
 1. Previous order cancellations resulted in delays, expired BOA
 2. Long Administrative Lead Time / Production Lead Time

COURSES OF ACTION

1. **FLEET COA's:**
 1. None
2. **SUPPLY COA's:**
 1. Working with vendor to expedite deliveries.



NACES: ACTUATOR, SEAT HEIGHT, ASSY

GENERAL INFO

NOMENCLATURE: Actuator, Seat Height, Assembly

T/M/S: F/A-18, EA-18, T-45

SYSTEM: A/P28S-32 (SJU-17)

REPAIR LEVEL: "D" Level

OEM NAME: Martin Baker

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (why coming off acft):
 1. Actuator motors are becoming worn out.

2. Supply Causes: (why no spares):
 1. Backlog of consumable components:
 - Motor, Direct Current (MBEU140645).
 - BOLT,EYE (MBEU148527).

COURSES OF ACTION

1. **FLEET COA's:**
 1. None

2. **SUPPLY COA's:**
 1. NAVSUP has current purchase orders with Martin Baker, along with Purchase Requisitions being solicited.

 2. Gross Demand Plan (GDP) is accurately forecasting 9B consumables.



NACES: MANIFOLD ASSEMBLY, R/H

GENERAL INFO

NOMENCLATURE: Manifold Assembly, R/H

T/M/S: F/A-18, EA-18, T-45

SYSTEM: A/P28S-32 (SJU-17)

REPAIR LEVEL: "O" Level

OEM NAME: Martin Baker

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (*why coming off acft*):
 1. Items are found worn on inspection.

2. Supply Causes: (*why no spares*):
 1. DLA orders are currently on hold due to an issue that arose from DLA and the DCMA regarding labelling.

COURSES OF ACTION

1. **FLEET COA's:**
 1. None

2. **SUPPLY COA's:**
 1. Purchase Order will be expedited as soon as block is lifted



NACES: COVER, ACCESS

GENERAL INFO

NOMENCLATURE: Cover, Access

T/M/S: F/A-18, EA-18, T-45

SYSTEM: A/P28S-32 (SJU-17)

REPAIR LEVEL: None

OEM NAME: Martin Baker

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (*why coming off acft*):
 1. Covers found cracked upon inspection.

2. Supply Causes: (*why no spares*):
 1. The increase in demands will come as a result of returning Long Term Down aircraft.

COURSES OF ACTION

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1. **FLEET COA's:**
 1. None

 2. **SUPPLY COA's:**
 1. Procure assets to meet monthly demand.
 2. FST is working with DLA to place item on Long Term Contract.



NACES: GUIDE RAILS, R/H AIRCRAFT

GENERAL INFO

NOMENCLATURE: Guide Rail, Aircraft

T/M/S: F/A-18, EA-18, T-45

SYSTEM: A/P28S-32 (SJU-17)

REPAIR LEVEL: "D" Level

OEM NAME: Martin Baker

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (*why coming off acft*):
 1. Guide rails found cracked upon induction to the depot.

2. Supply Causes: (*why no spares*):
 1. The increase in demands will come as a result of returning Long Term Down aircraft.

COURSES OF ACTION

1. **FLEET COA's:**
 1. None

2. **SUPPLY COA's:**
 1. Supply has provisioned spares to cover back orders and maintain spare quantities.



A/P28S-28A, -30A, -31A: COVER, LOWER RISER

GENERAL INFO

NOMENCLATURE: Cover, Lower Riser

T/M/S: AV-8B

SYSTEM: A/P28S-28A,-30A,-31A (SJU-4/A,-13/A,-14/A)

REPAIR LEVEL: "I" Level

OEM NAME: Conrad Company

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (*why coming off acft*):
 1. Lower riser found torn/frayed upon inspection.

2. Supply Causes: (*why no spares*):
 1. The lower riser is not a life limit item and is replaced sporadically causing increased demand.

COURSES OF ACTION

1. **FLEET COA's:**
 1. None

2. **SUPPLY COA's:**
 1. Contractor has stock on hand from a previous contract. I have submitted a tech referral to see if DLA can accept this material for subject contract.

 2. Contractor is working expeditiously to ship the First Article Test and Product Lot Test.



A/P28S-28A, -30A, -31A: INSERT

GENERAL INFO

NOMENCLATURE: Insert, Container Assembly

T/M/S: AV-8B

SYSTEM: A/P28S-28A,-30A,-31A (SJU-4/A,-13/A,-14/A)

REPAIR LEVEL: "I" Level

OEM NAME: Martin Baker

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (*why coming off acft*):
 1. Insert found worn upon inspection.

2. Supply Causes: (*why no spares*):
 1. Item not continually demanded causing a lapse in fulfillment history and stocking out.

COURSES OF ACTION

1. **FLEET COA's:**
 1. None

2. **SUPPLY COA's:**
 1. Spares being provision to have additional stock in supply.



SJU-4/A, -13/A, -14/A: LOW SPEED SELECTOR VALVE

GENERAL INFO

NOMENCLATURE: Low Speed Selector Valve

T/M/S: AV-8B

SYSTEM: SJU-4/A, -13/A, -14/A (Ejection Seat)

REPAIR LEVEL: "D" Level

OEM NAME: Collins Aerospace (AMI Industries)

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (why coming off acft):
 1. Item found broken on daily inspections caused by canopy release assy being wedged in between cockpit bulkhead and valve.
 2. Increased scrap rate.

2. Supply Causes: (why no spares):
 1. Carcass constrained.
 2. Long Administrative Lead Time from contractor.
 3. Assets sit in F condition awaiting FRCE level load induction.

COURSES OF ACTION

1. **FLEET COA's:**
 1. None

2. **SUPPLY COA's:**
 1. NAVSUP has current purchase order in with OEM.
 2. PR being solicited.
 3. FRCE scheduling repairs as F condition becomes available.



SJU-4/A, -13/A, -14/A: 14K ANEROID

GENERAL INFO

NOMENCLATURE: Low Speed Selector Valve

T/M/S: AV-8B

SYSTEM: SJU-4/A, -13/A, -14/A (Ejection Seat)

REPAIR LEVEL: "G" Level

OEM NAME: Collins Aerospace (AMI Industries)

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (why coming off acft):
 1. Items being damaged during repair and becoming worn with age.
 2. QH2 stock being BCM'd to depot.

2. Supply Causes: (why no spares):
 1. Carcass constrained.
 2. Long lead times for failed consumable components.
 3. Assets sit in F condition awaiting FRCE level load induction.

COURSES OF ACTION

1. **FLEET COA's:**
 1. None

2. **SUPPLY COA's:**
 1. NAVSUP has solicitation with OEM for spares buy.
 2. FRCE scheduling repairs as F condition becomes available.



SJU-5/A, -6/A : REEL, SHOULDER HARNESS

GENERAL INFO

NOMENCLATURE: Actuator, Seat Height, Assembly

T/M/S: F/A-18

SYSTEM: SJU-5/A, -6/A (Ejection seat)

REPAIR LEVEL: "D" Level

OEM NAME: Martin Baker

SUPPLY POSTURE

Upon request of Navy and Marine Corps squadrons.

SUSPICION / ROOT CAUSE ANALYSIS

ROOT CAUSE FACTORS: EXAMPLE BELOW

1. Fleet Causes: (*why coming off acft*):
 1. Applied life limit causing an increased inflow of repairs.

2. Supply Causes: (*why no spares*):
 1. Repair has been performed at the OEM causing long lead time.
 2. Repair at FRCs have recently been added to workload and artisans being trained for repair.

COURSES OF ACTION

1. **FLEET COA's:**
 1. None

2. **SUPPLY COA's:**
 1. Workload is currently being inducted.



AECS ISSC LOGISTICS POC



QUESTIONS ?



SJU-17
NACES



SJU-4/13/14



SJU-5/6

We are here to help the fleet with your concerns