



F/A-18 & EA-18G Program

DOD Maintenance Symposium
"Material Readiness: Balance over Buzzwords"



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F/A-18 Director of Logistics
25 October 2005



The F/A-18 & EA-18G Program

Navy & Marine Corps Inventory

(as of 31 July 05)



- 151 A/Bs
- 530 C/Ds
- 228 E/Fs (Current)
 - 460 E/Fs
- Inventory Goal
 - 90 EA-18Gs
- 409 FMS (7 Countries)

The F/A-18 Inventory is the Backbone of Naval Carrier Strike Groups

Critical Programs

- F/A-18A-D
- F/A-18 E/F (ACAT I)
- EA-18G (ACAT I)
- F404/F414
- Software (C++)
- AESA / APG-73 (ACAT I)
- ATFLIR / TFLIR (ACAT II)
- SHARP / ATARS (ACAT III)
- ACS
- FTI II
- ANAV
- PIDS
- SLMP/SLAP/SLEP/CBR+
- FIRST
- ALR-67v(3) (ACAT II)
- AIM-9X, AMRAAM (PMA-259)
- JTRS, AMC&D, ARC-210/DCS (PMA-209)
- JHMCS (PMA-202)
- ICAP III, ALQ-99, LBT (PMA-234)
- IDECM (PMA-272)
- MIDS, MIDS-JTRS (PMW-780)
- AARGM (PMA-242)
- Trainers (PMA-205)
- JDAM, JSOW (PMA-201)
- JMPS (PMA-281)
- LITENING (PMA-257)
- SE (PMA-260)
- MODE 5 IFF (PMA-213)

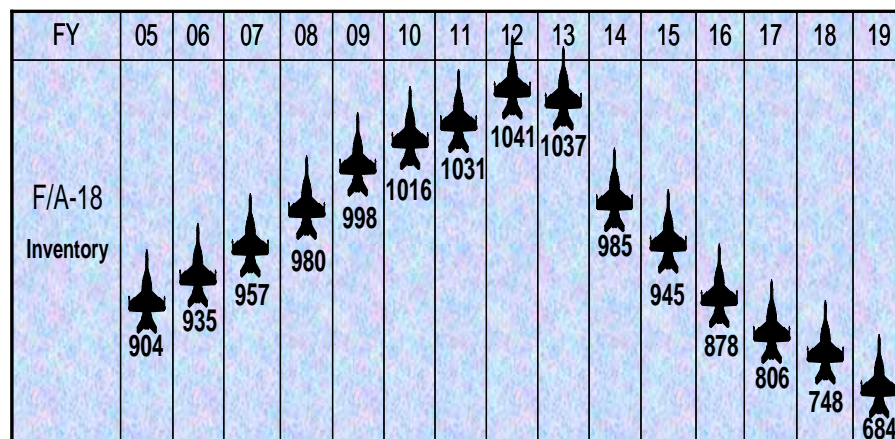
Facts & Figures (as of 01MAR05)

- PMA-265 Enterprise in FY05: \$ 4.4B
Across the FYDP: \$25.7B
- Workforce: 1814 across 15 geo locations
61 MIL 1175 CIV 578 CSS
- Total Aircraft:

A/A	B	C	D	E	F
91/32	28	393	139	100	119
- Total USN/USMC Squadrons: 60

CNAL	CNAP	USMC	Reserves/RDT&E/NSAWC
11	20	14	15
- EA-18G will replace 12 Squadrons (10 Carrier Air Wing, 1 FRS, and 1 Test)

F/A-18 A - G Inventory





CVW Tactical Aviation Evolution

1985

1995

2005

2015

2020

Mission Centric Operations



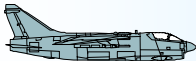
F-14A

- Outer Air Battle
- Fighter Sweep



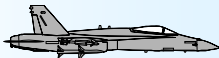
A-6 / KA-6

- Strike
- Tanking



A-7

- Light Attack



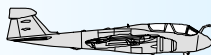
F/A-18A

- Light Attack



S-3B

- ASUW



EA-6B

- SEAD



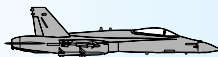
E-2C

- Blue Water AEW

Multi-Mission Operations



F-14D



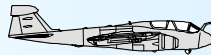
F/A-18A/C

- Precision Strike
- Air Superiority
- RECCE
- FAC(A)



S-3B

- ASUW
- Tanking



EA-6B

- AEA/SEAD



E-2C

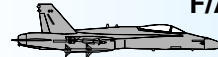
- Littoral Ops (Limited)

Technologies :
Multi-role, GPS,
Night Attack.....

Network Centric Operations

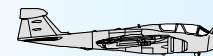


F/A-18E/F



F/A-18C

- Time Critical Strike
- Precision Strike (Fixed and Moving)
- Air Superiority
- CSAR
- RECCE
- FAC(A)
- Battlefield Persistence
- Tanking



EA-6B

- AEA/SEAD



E-2C

- Littoral Ops
- Digital Collaborative Targeting

Technologies :
AESA, Link-16, DCS

Future Operations



F/A-18E/F



EA-18G



F-35B/C



E-2C

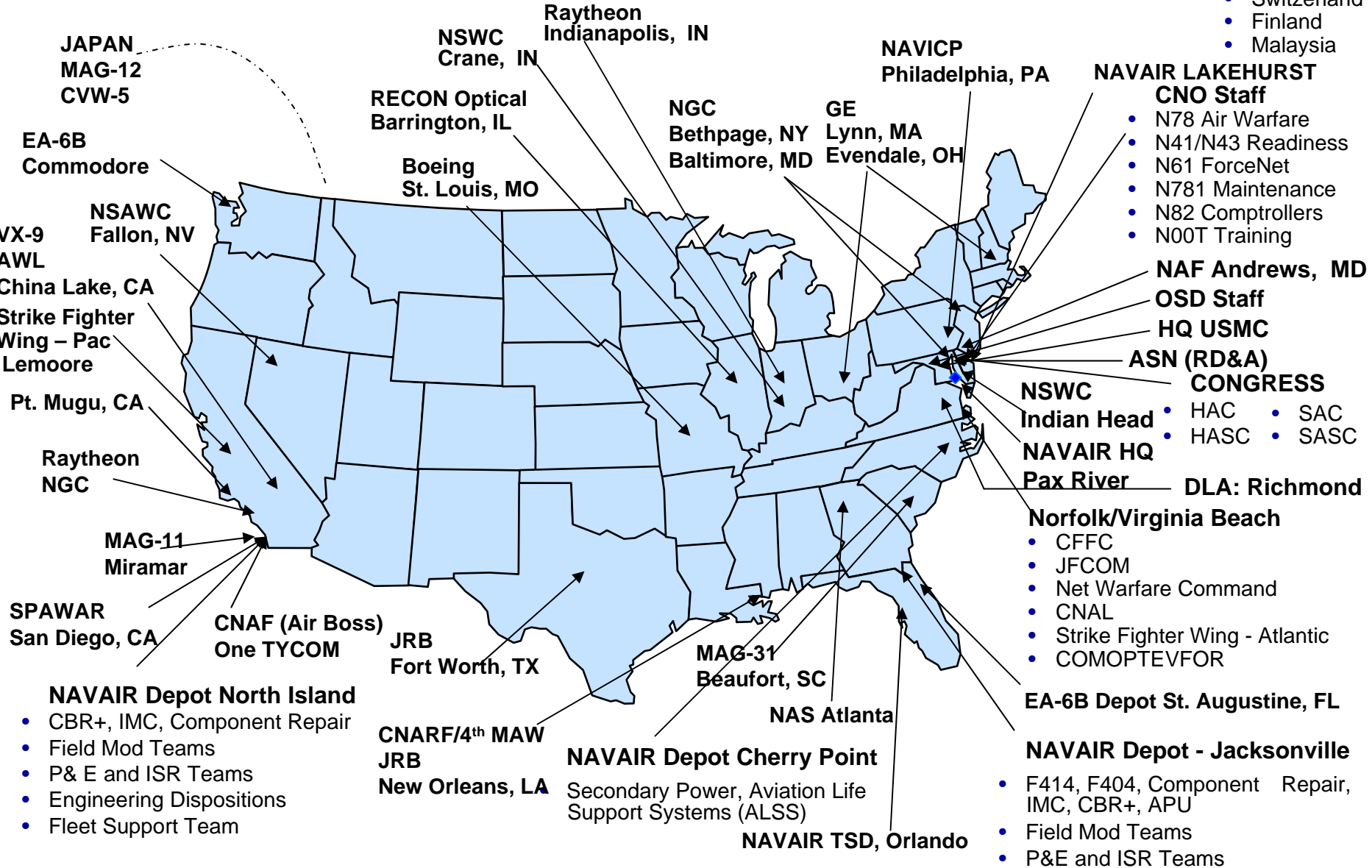


•JUCAS

Technologies :
JAN-TE, JTRS, WPNS
DATA LINKS,
SATCOM,....

F/A-18 & EA-18G Stakeholder Map

- FMS**
- Canada
 - Australia
 - Spain
 - Kuwait
 - Switzerland
 - Finland
 - Malaysia





NAVAIR – A Shift in Focus

NEW VISION

WE PROVIDE COST-WISE READINESS AND DOMINANT MARITIME COMBAT POWER TO MAKE A GREAT NAVY / MARINE CORPS TEAM BETTER.

GOALS

- **Balance Current and Future Readiness**
- **Reduce Cost of Doing Business**
- **Improve Agility**
- **Ensure Alignment**
- **Implement Fleet-Driven Metrics**



Program Priorities

- **Provide Cost-Wise Readiness to F/A-18 Inventory**

- Ensure readiness resources are aligned with Fleet driven metrics
- Reduce Total Life Cycle support costs through aggressive implementation of Performance-Based Logistics
- Sustain F/A-18 readiness in FMS countries

- **Align with SEAPOWER 21**

- Prepare the F/A-18 and the next generations F/A-18/EA-18G for Network Centric Operations as rapidly as possible

- **Field the EA-18G on time**

- **Shape the future AEA Roadmap**

- Provide flexible electro-magnetic spectrum dominance





F/A-18 Sustainment Vision

Goal: Optimize Support to all F/A-18 Models for all F/A-18 Users

Vertical Growth

- A-F Common Items
- E/F Roadmap Systems
- New & Legacy FMS Sales
- EA-18 Unique Items
- A-D Unique Items

E/F Unique Material + ILS, SE, Tech Data

	FY03	FY04	FY05	FY06	FY07	FY08	FY09
FIRST		E/F	E/F ECPs	F414 Dpt Cp	TBD*	TBD*	TBD*
SMS		Displays	ALQ-126B	SMUG	A - F	A - F	A - F
ALR-67		F414 C&A	Turbines	LEF Actuator	EA-18G	EA-18G	EA-18G
ARC-210		F404 MFC	DLA	TEF Servo/Stab	FMS	FMS	FMS
ALE-50		DLA		AMC&D	DLA	DLA	DLA
ASN-50				FIRST	Retrofits	Retrofits	Retrofits
Tires				Follow-on	Mods	Mods	Mods
APU				ISS	ATFLIR		
F404				AESA	JHMCS		
Various SE				EIBU			
				DLA			
				EA-18G			
				Common			
				TBD*			
				A - F			

- Mods & Upgrades
- Retrofit Kits & Installs
- Fleet Support Engineering, etc.

Goal: Optimized F/A-18 Support Solution

Today

Horizontal Growth

* Target Select A-G Systems/Components on a case by case basis – add to FIRST or non-FIRST PBL as appropriate





F/A-18 Integrated Sustainment Strategy

- Created Virtual Program Office to Focus, Manage, and Lead Sustainment Efforts of Numerous Government Stakeholders.
- Utilized Multiple OEM Centric Performance Based Logistics (PBL) Contracts to Provide the Best Value, Long-term Support Solution for all F/A-18 A through F and EA-18G.
- Focused F/A-18 Performance Goals on Metrics driven by the Performance Based Agreement (PBA) between the Warfighter and Program Manager (PM).



One Team + One Focus = Improved Readiness



F/A-18 Integrated Virtual Program Office

Performance Based Agreement

- MOA between the warfighter (CNAF) and Program Manager.
- Specifies the warfighter's performance expectations via quantifiable metrics.
- Documents the warfighter's requirements to be achieved by award of the Performance Based Logistics Contracts.

Warfighter's Performance Based Agreement

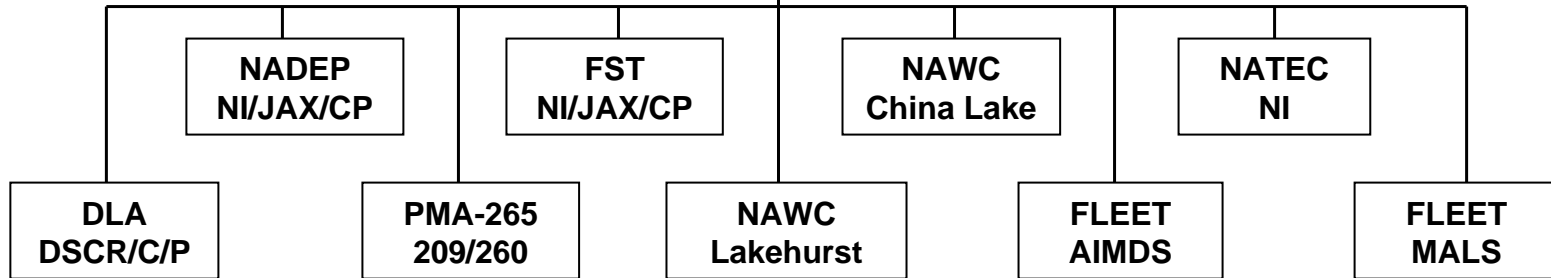
Program Manager
F/A-18 & EA-18G

F/A-18 APML
Assist PM for Logistics

Product Support Integrator
NAVICP: F/A-18 Integrated Weapon System Team

PSI's Roles and Responsibilities

- PM's agent for implementing his sustainment vision/objectives.
- Coordinates organic/private sector support to maximize readiness at the lowest cost.
- Manages all support contracts, MOUs, and MOAs to meet the metrics specified in the Performance Based Agreement (PBA).





Cost-Wise Readiness Plan

Background

- CNO, CNAF and COMNAVAIR Task to Increase F/A-18 Readiness and Reduce TOC
- Readiness at any Cost and Business as Usual are NO LONGER Acceptable
- Joint Government/Industry Team Meets Monthly to Develop and Implement Plan

Goals

- Balance Current and Future Readiness
- Reduce Cost of Doing Business While Improving Speed of Delivery to Fleet
- Improve Agility and Ability to Support Emerging Fleet Requirements
- Ensure Alignment with CNO Transformation Initiatives
- Implement Fleet-Driven Metrics

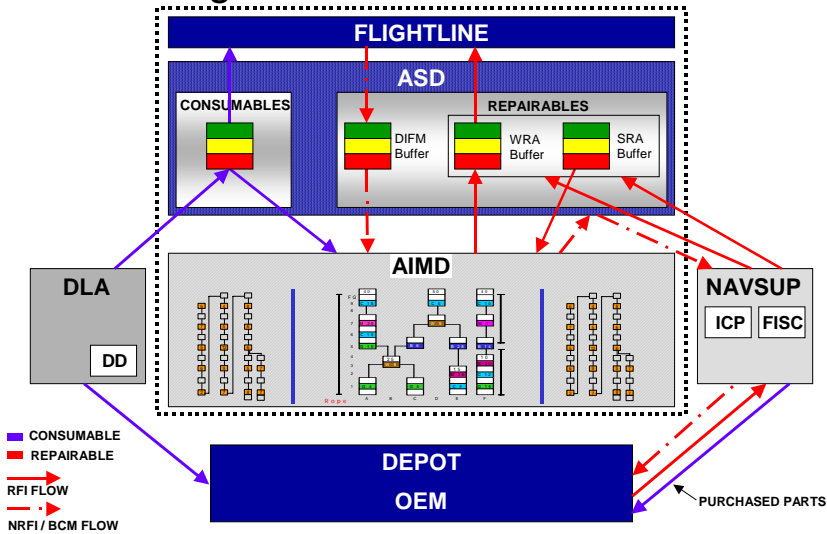
Next Actions

- Continue to Process 60+ Cost-Wise Readiness Initiatives Identified to Date and Develop Additional Initiatives
- Form Teams to Evaluate Initiatives and Make Acceptance Recommendations
- Implement those Initiatives that Make Business Sense



Fleet Driven Metrics

- Understand the Cost Structure across the Naval Aviation Enterprise (NAE)
- A working model of the NAE

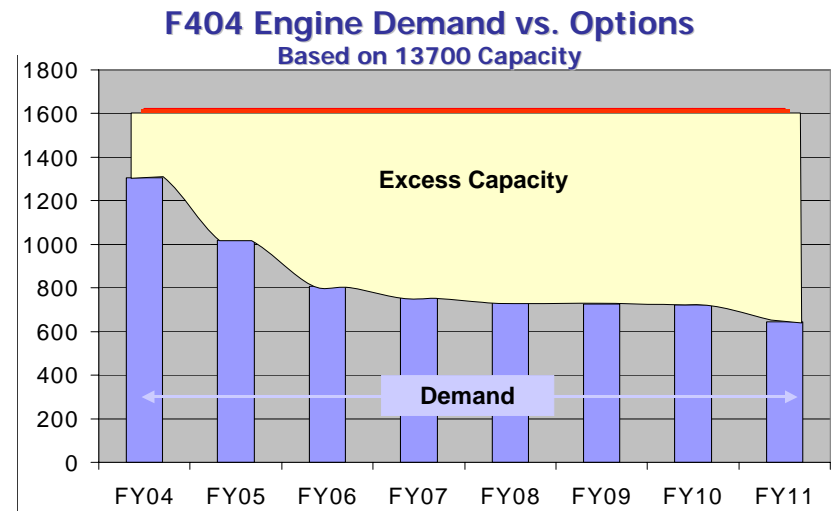


- Work with world-class tools
 - *AIR Speed*
 - **LEAN, TOC, SIX SIGMA**
 - **Product Enterprise Team Candidates**
 - F404
 - F414
 - BIT
 - JHMCS
 - MIDS
 - RADAR
 - ATFLIR
 - Flight Control
 - Windshield/Canopy
 - DDI
 - HUD
 - GCU

- Must measure the following metrics to drive costs out of the NAE

- Optimize Inventory (people & stuff)
- Improve Reliability
- Reduce Cycle Time
- Reduce Cost

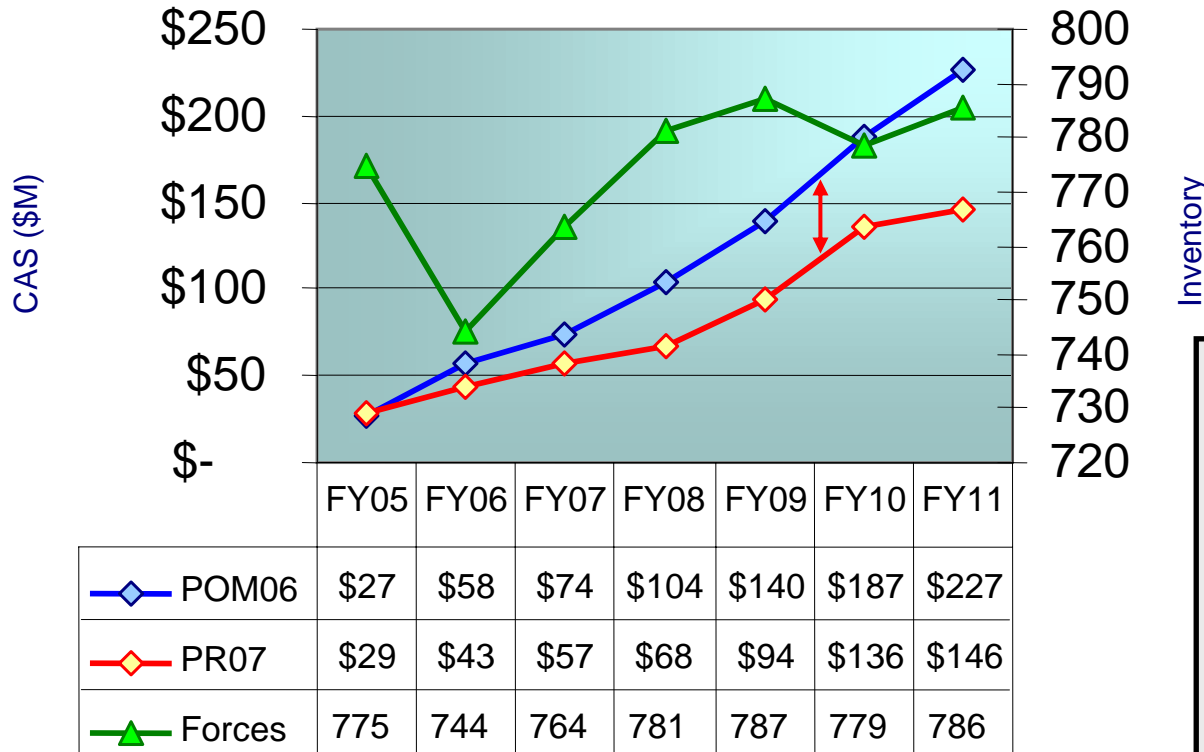
- Outcome-Based Results (e.g. F404 I-Level Consolidation)





F/A-18A-G Flying Hour Program Costs

**F/A-18A-F & EA-18G
POM06 vs. PR07 FHP Impacts**



Source: CAVTS Version 4.6.2 (Jan05)

Cost Wise Readiness Reduction Drivers

- Standup MIDS LVT "I" Level
- Improved F404 MEFHBR
- A-D Flt Cont Surface Life
- Reduced ATFLIR AVDLR \$

\$158.5M Cost Reduction

\$85.6M FIRST SCRI Cost Reduction

\$244.1 Total Cost Reduction

Reduction in the FHP = Outcome-Based Results



F/A-18 Integrated Readiness Support Teaming (FIRST)

Program Description: USN/Industry partnership to improve fleet support, increase readiness, and reduce support costs

Affordable Support Through

- **Asset management**
 - Supportability improvements
 - Obsolescence management
 - Technology insertion
 - Consolidated logistics support

Key Enablers

- USN/Industry Partnership
- Supply Chain Management
- In Service Engineering
- Integrated Information Systems
- Hornet Support Network
- Performance Based Contracting





FIRST Achievements

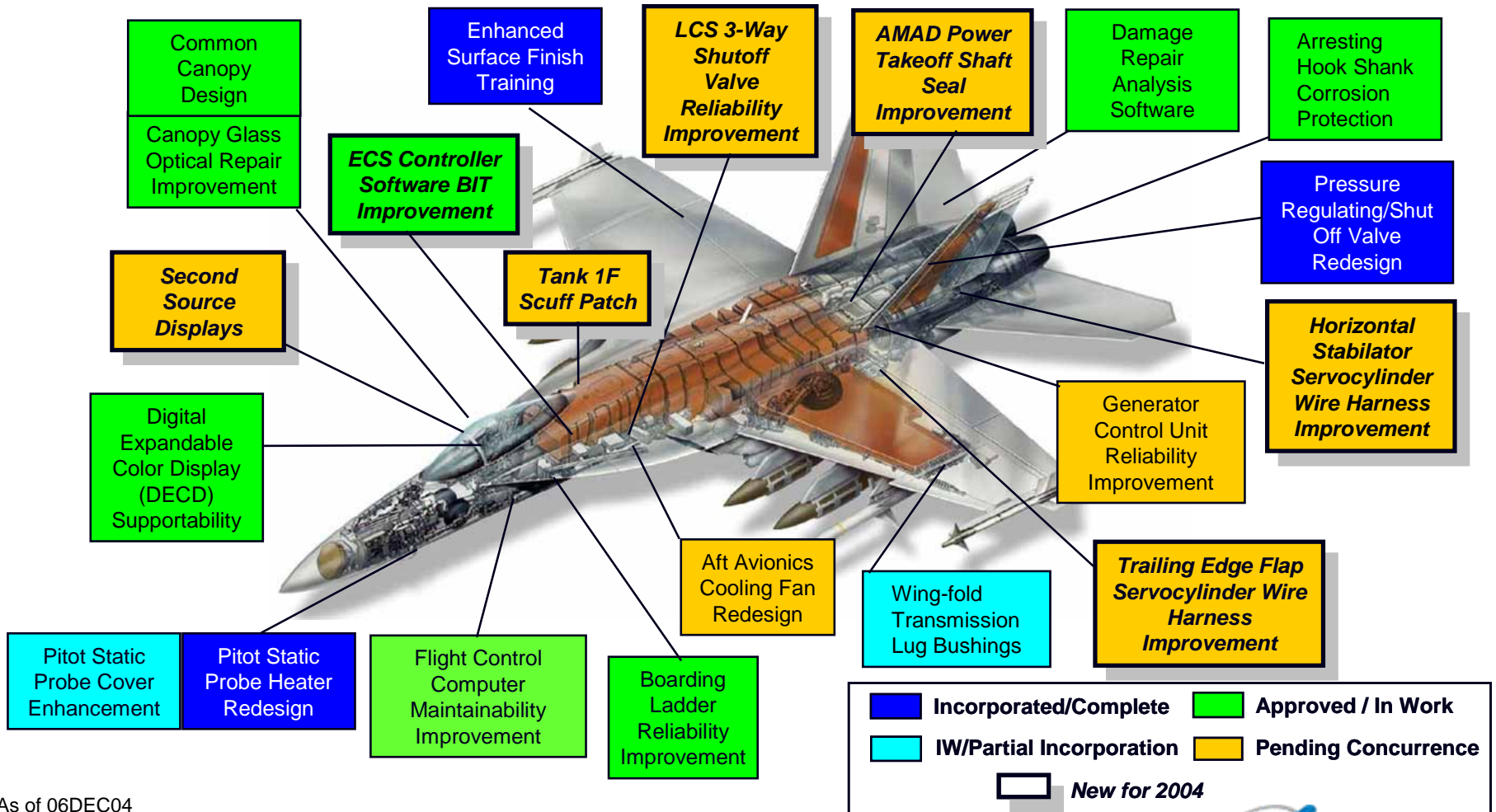
- **Sustained Aircraft Availability During Time of War**
 - 97.5% Sortie Completion Rate During Operation Enduring Freedom
 - 99% Depth and Range Stockage Effectiveness for Aircraft Carriers
 - Decreased NMCS/PMCS Requisitions and Cannibalization Actions
- **Increased Fleet Readiness via Supply Chain Improvements**
 - FIRST ECP Process Reduced ECP Approval Time (242 to 16 days)
 - Average Depot Turn-around-Time Reduced (90 to 45 days)
 - BCMs Decreased (GCU Improved I-Level RFI Rate from 30% to 75%)

FIRST is Meeting Objectives Envisioned by Fleet



FIRST Reliability Investments

\$19.8M non-recurring investment driving \$430M cost avoidance



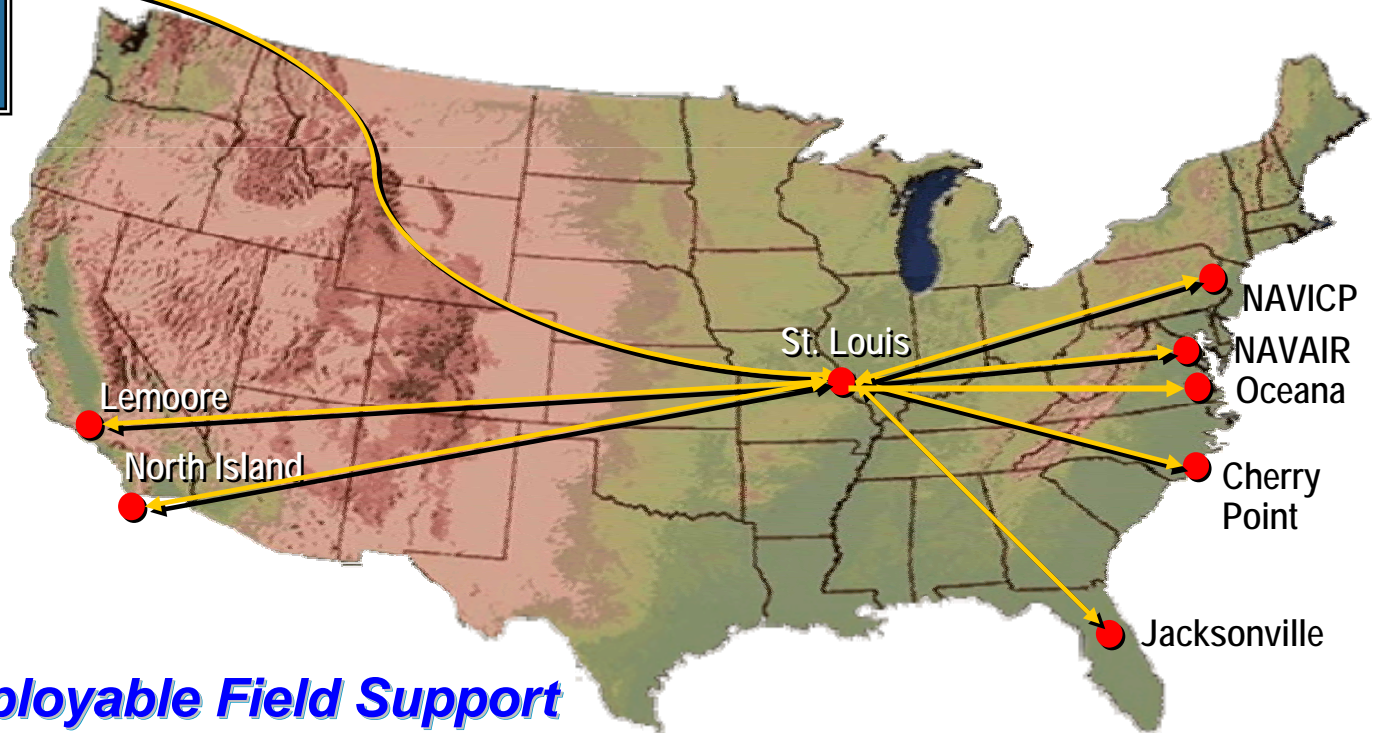
As of 06DEC04





Hornet Support Network

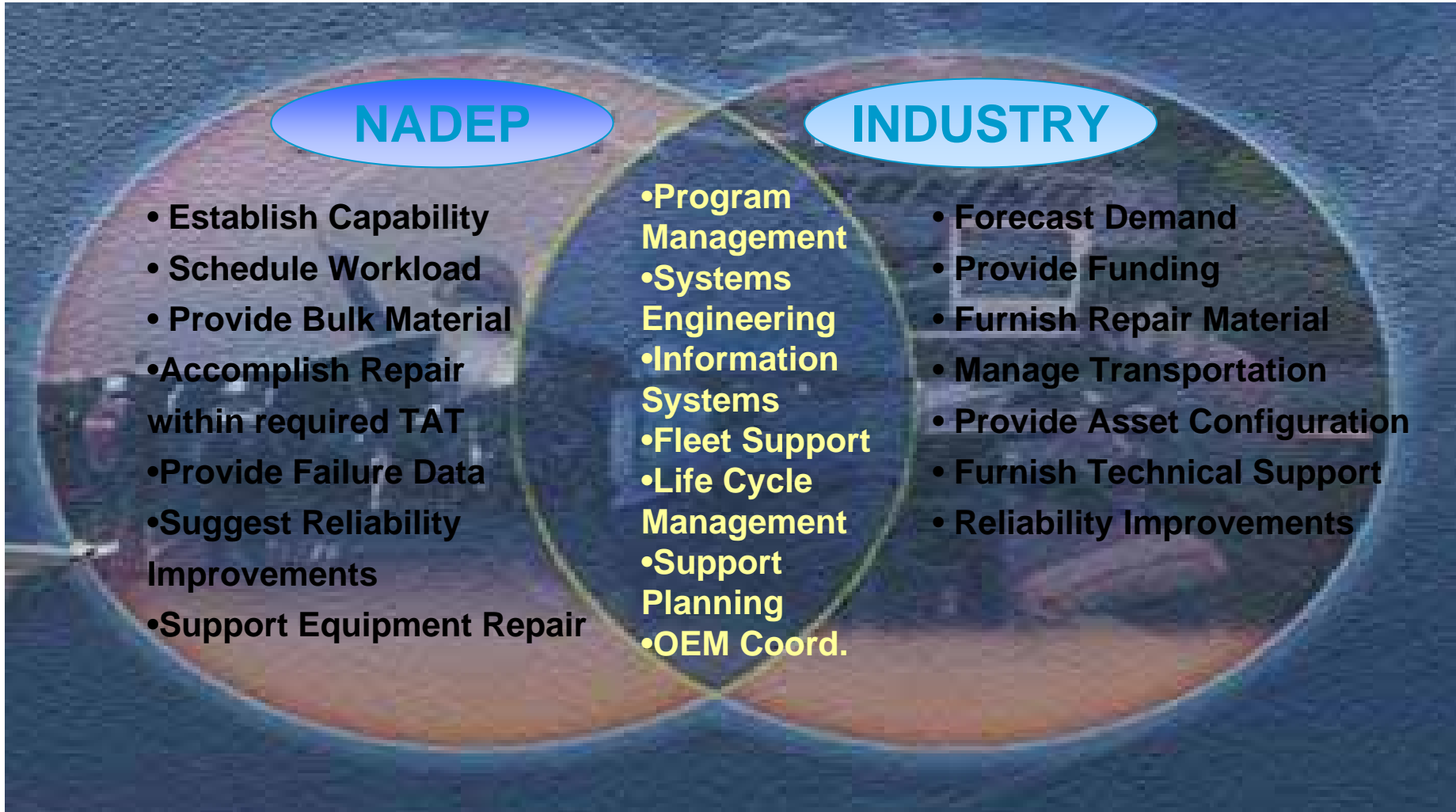
- Rapid fleet access to vital technical knowledge
- Collaborative engineering support
 - NAVAIR FST/Boeing/NGC/NATEC at Lemoore
- Deployable field service support
- Continuous technical training and support



Rapid Deployable Field Support

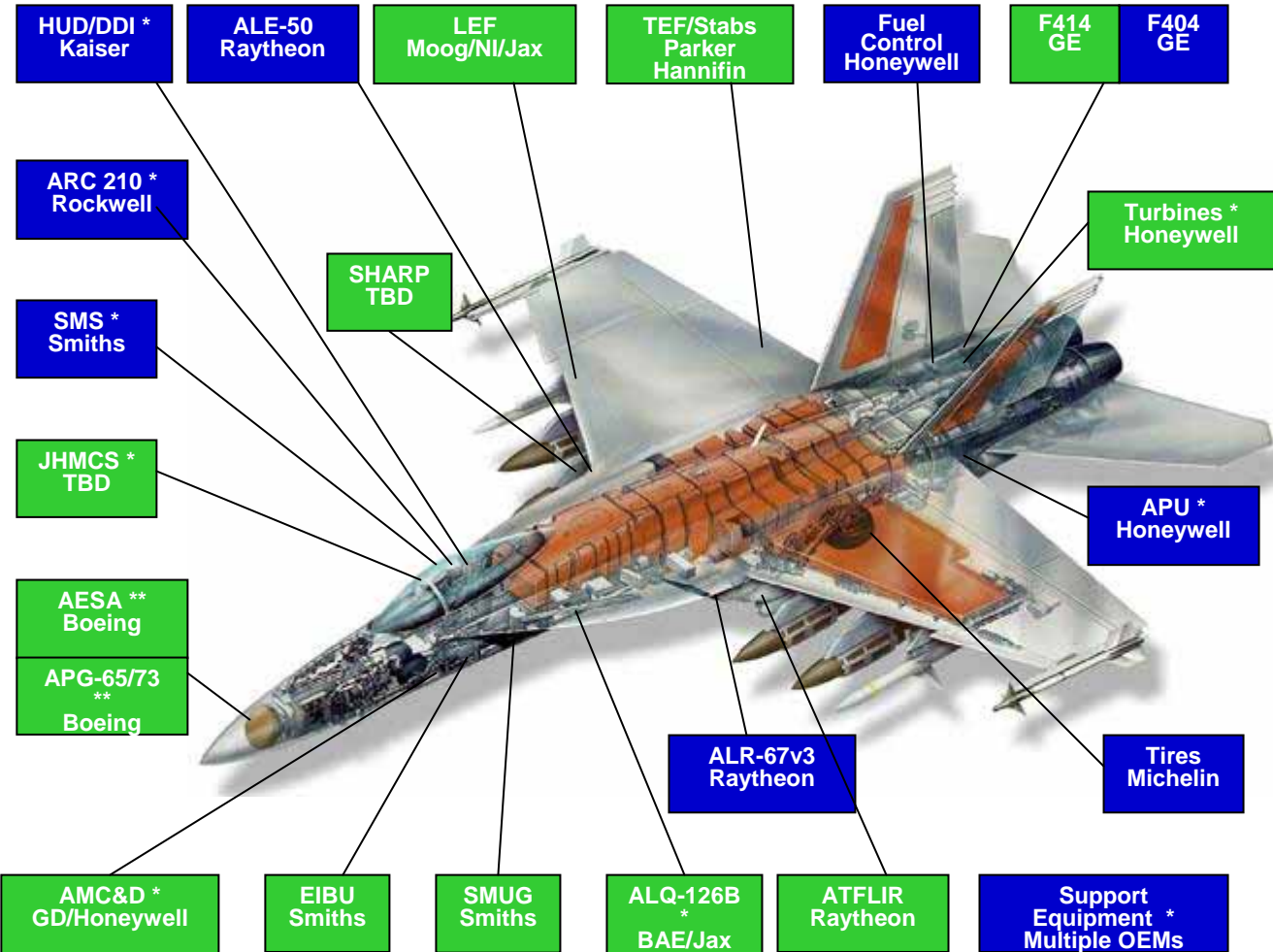


Commercial Services Agreements





F/A-18 Integrated Awarded & Pending PBLs



■ Awarded PBLs
■ Pending PBLs
 * Supports Multiple A/C
 ** Planned FIRST FY06

FIRST Boeing: 73% of E/F

- 3889 E/F WRAs
- 653 of FIRST Repairables accomplished at I-Level
- 349 Support Equip. Items
- 170 DLA Consumables
- 10,100 Non-DLA Consumables

FIRST FY06 and Beyond:

- F/A-18 A through F
- EA-18G
- FMS
- DLA Consumables
- Retrofits
- Modifications



F/A-18 PBL Successes Availability

PBL Successes ... A Sampling

- ***F/A-18 SMS - availability was 65% ... now 98%***
- ***Tires - availability was 81% ... now 98%***
- ***ARC - 210 Radio - availability was 70% ... now 85%***
- ***APU - availability was 70% ... now 100% for E/F and 90% for A-D***
- ***F404 Engine – availability was 55% ... now 100%***
- ***F/A-18 E/F FIRST – 85% availability ... F/A-18 C/D 67%***



Summary

- **Balancing Current & Future Readiness Through Cost-Wise Readiness**
- **Improved Agility Through Virtual Program Office**
- **One Team – One Focus on Affordable Readiness**
- **Performance Metrics Devised by Agreement Between Warfighter & Program Manager**
- **Reducing Cost of Doing Business Through Aggressive Implementation of PBLs and Staying Connected to the Fleet**

F/A-18 Program: Speed, Agility & Alignment



BACK-UP



Goal # 1: Balancing Current and Future Readiness

A. Maintenance Engineering and Planning

1. Aircraft Level (WRA) BIT Maturation Improvement (H/M)
 2. BCM rate reductions (H/H)
 3. Publications (electronic) – repeat MSP / false faults/ gripes (L/L)
 4. Improve Testability (Off-aircraft/SRA) – 100% life cycle analysis (H/L)
 5. Improve Reliability– 1% annual inc (H/M)
 6. Improve Maintainability- 1% annual reduction MTTR (M/M)
 7. Reduce # of A/C configurations – analysis of spiral dev. On LCC (M/H)
 8. Obsolescence Management – align resource \$ and people (M/L)
- E. AME

B. SLMP – meet CNO goals

1. CAT/TRAP Management (H/L)
 2. Fleet visibility (H/L)
 3. Inventory Management (H/L)
- E. FLE Management

C. Support Equipment

1. Reduce SE inventory – analyze SE to determine if it meets requirements (M/L)

D. Supply support

1. Reduce back-orders – 25% in FY'05 (M/M)
2. Improve Supply Availability of non-PBL items--85% goal (L/L)
3. Reduce G condition – 0 components > 300 days; < 150 day avg. age (M/L)
4. Improve retrograde return time (L/L)
5. Reduce footprint (L/L)

E. NETS/CETS Integration – (10% < growth by FY07)

1. Right-sizing support (L/L)
2. CSA Approach to buying (M/L)
3. A-G Integration of Technical Support thru FIRST (M/L)

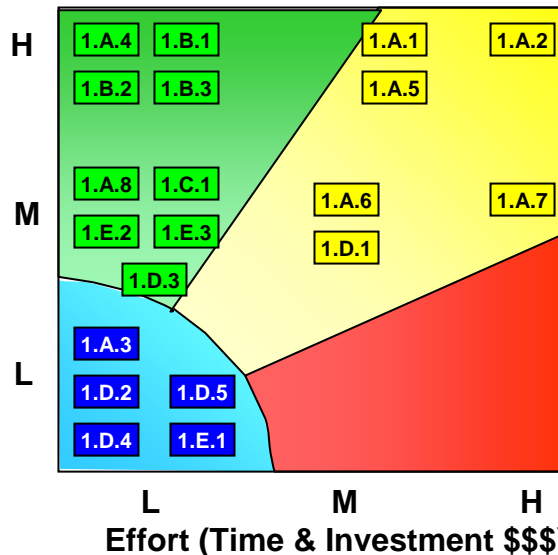
F. Inventory Sustainment (SLMP)

- E. SLAP
E. OSIP
E. SLEP
E. ERF / CIP (Engine Reliability)

G. Tech Data

- E. A-D IETMS
E. ERP
E. Data archiving
E. UID – 100% legacy by 2010
E. RFID

Benefit \$\$\$ (y/x: y=benefit x=effort)



E = Enabler



PET SUMMARY

PET Component	PET Thesis	IPT / PET Leads	Status / Remarks	Potential ROI (\$M) (Based on ROM Estimate)
Generator Control Unit (GCU)	F/A-18A-D Top 10 Readiness degraders – GCU ranked as #3 in Readiness, #10 in Cannibalization, and	Power & Propulsion Jill Moore / Tom Phan, (NADEP NI)	PMA-265 briefed 12 May. Path forward will include Logistics Improvements and PBL. U/SLEP not	BCA due Sep 05
F404 Flameholder	Reliability / Readiness issue –400 ~600 Hrs TOW, -402 (Slotted) ~270 Hrs TOW.	Power & Propulsion Jill Moore / Ryan Morey (AIR-4.4)	Radial opt requires AIR-4.4 determination for flt. Testing. Swiss & Fin are flight testing now . ECD Sep	-0.70
F404 Gray Cable Connector	False "Low Oil" signal sent to cockpit, causing commanded In-Flight shutdowns and mission aborts.	Power & Propulsion Jill Moore / Jim Borgmeier (NADEP JAX)	Fully funded. Correcting ECP for NAVAIR routing and approval. ECD Sep 05. Looking at '06 funding for	99.00
F404-400 HPT Rotor (Aft Cooling Plate & PBL)	Low est Life limited component of the HPT rotor assembly and engine.	Power & Propulsion Jill Moore / Chris Kraft (AIR-4.4)	Fully funded. Correcting ECP for NAVAIR approval. ECD Sep 05.	89.00
Digital Display Indicator (DDI)	DDIs continuously are among the highest A-D degraders for Readiness, Cannibalizations, and AVDLR.	Core Avionics Don Blottenberg / Chris Lucero (NADEP NI)	PMA-265 briefed 12 May, PET dormant . PBL with OEM (Kaiser) awarded Sep 03, effectiveness being	N/A
Pitch Roll Yaw Computer (RPYC)	F/A-18A-D Top 10 Readiness degraders – RPYC ranked #1 in Readiness and #2 in Cannibalizations.	AIR Vehicle Pat Behel / Mary Schmidt (NADEP NI)	Team met week of 16 March. Potentially looking @ DLA power supply improvement and BIT	Under Analysis (Note 1)
AN/APG-73 RR OTPS Self-Test Load Assy	F/A-18E/F Top 10 Readiness degraders – RR ranked #1 in Readiness, #1 in Cannibalizations, and	Radar Capt Bowman / Jeff Cohen (NADEP NI)	Fully funded ECP improvements. ECD: Dec 05	21.50
AN/APG-65/73 XMTR ID Self-Test	XMTR is the #2 AVDLR degrader on the top ten. Improvement of Self-Test should reduce BCM rates.	Radar Capt Bowman / Jeff Cohen (NADEP NI)	Fully funded ECP improvements. ECD: Jul 05 Developing Metrics .	327.57
AN/APG-65/73 XMTR	XMTR is the #2 AVDLR degrader on the top ten.	Radar Capt Bowman / German Lopez (NADEP NI)	PBL negotiations in process. ECD: Sep 05	Under Analysis (Note 2)
CVRS Fleet Support	CVRS has an excessive BCM rate, and CND from the OEM due to the lack of testing capability @ the O/I-Level.	Core Avionics Don Blottenberg / Jeff Pham (NADEP NI)	Fully funded. POA&M received, evaluation of alternatives in progress. ECD: Oct 05	10.72
Enhanced Interference Blanker Unit (EIBU)	O-D component. High Demand and High A-799 AT OEM impacting availability.	EW Peggy Heffner / Terry Nerat (NADEP NI)	PET Established 23 Mar. POA&M Rcvd. ECD Sep 05	BCA due Dec 05
Note 1: Cost to complete unknown. PET to analyze corrective action.			PROJECTED LCC SAVINGS	547.09
Note 2: Project changed from reliability process to the XMTR as a product. ROI is being recalculated				
Note 3: ECD is brief due to PMA-265				





Mean Flight Hours Between Demands Increases

SCRI #	Nomenclature	Baseline MFHBD *	New Projected MFHBD *	Boeing LCC Avoidance	NAVAIR LCC Avoidance
62	2nd Source Displays-Color Displays/UFCD E/F	234/484/348	532/1108/785	\$126.8	\$57.6
33	Canopy Glass Repair Improvement - E/F Fw d	3,235 / 1,986	3,595 / 3,678	\$111.3	\$171.2
1	Pitot Static Probe (See SCRI # 31)	579	1,599	\$38.7	\$16.9
2	WF Transmission Bushing (1)	5,827	13,746	\$32.8	\$38.8
3	PRSOV	718	918	\$17.7	\$17.7
25	AMAD Retaining Ring Improvement (4)	339	375	\$17.7	\$17.7
10	FCC OFP Maintainability Update (4)	233	256	\$15.0	\$15.0
55	TEF Servo Wire Harness Improvement	995	1,603	\$14.8	\$14.8
56	Hor. Stab. Servo Wire Harness Improvement	807	1,122	\$14.2	\$14.2
12	GCU Reliability Improvement (Pre-SCRI 25 Inc)	396	479	\$12.8	\$26.6
39	Depot Repairs	N/A	N/A	\$9.2	\$9.2
21	DECD Supportability Improvement	N/A	N/A	\$9.1	\$9.1
32	Common Canopy Design	N/A	N/A	\$6.8	\$6.8
11	Hook Shank Corrosion Improvement	868	998	\$6.4	\$6.4
45	ECS Controller S/W Improvement (4)	1,118	1,377	\$4.8	\$4.8
46	LCS 3 Way SOV Improvement	1,784	2,981	\$1.6	\$1.6
58	Tank #1 Scuff Patch	3,576	5,959	\$1.1	\$1.1
7	Enhanced Surface Finish Training	N/A	N/A	\$0.4	\$0.4
4	Aft Avionics Cooling Fan	3,325	5,078	\$0.0	\$0.0
15	Boarding Ladder Reliability Improvement	7,195	37,013	\$0.0	\$0.0
	Total			\$441.3	\$430.2

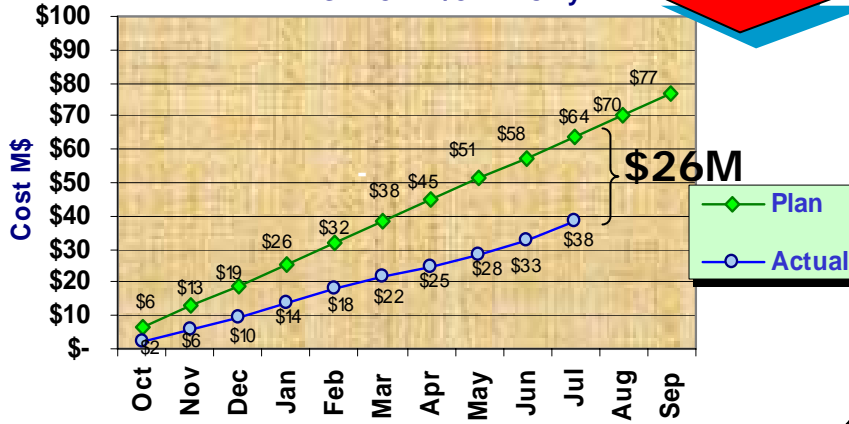
* All MFHBD values correspond to 30 year average ship set values

MFHBD Focus is on costs Savings and Quality of Life Improvements



FIRST F/A-18 E/F and EA-18G Air Vehicle Impacts

FY05 EF AV AVDLR Tracker
AFAST - CNAL/CNAP Only



- Single Integrated Approach
- Aligning with the Naval Aviation Enterprise
- Significant Savings Attributed to FIRST

Top Degraders

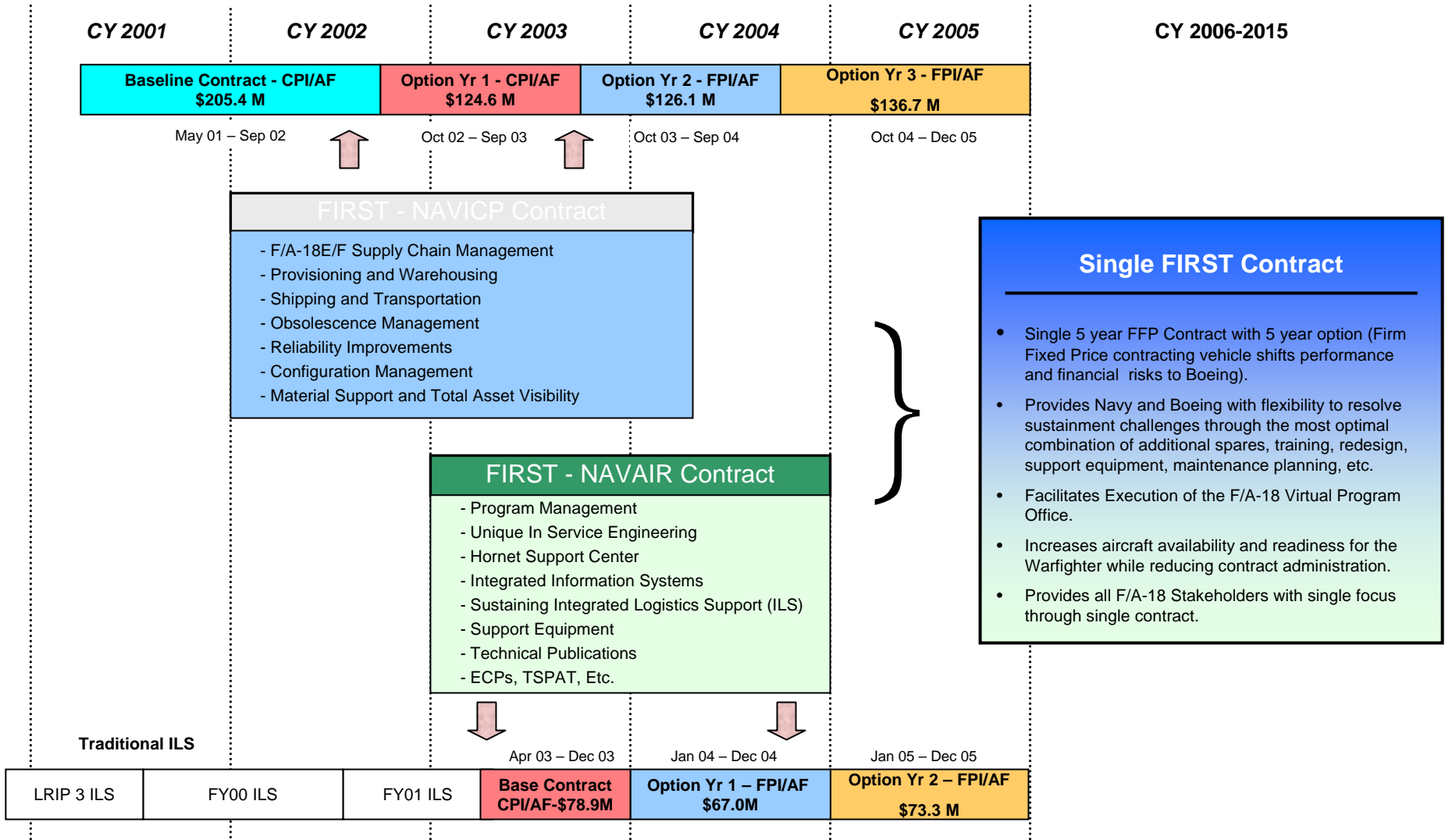
READINESS (NMC)	
Nomenclature	FIRST
R2484/APG73 RADAR RECEIVER	N
GEU34/A AIRCRAFT ELECTRIC GENERATOR	Y
IP-1770/A FLIGHT INFORMATION DISPLAY UNIT	Y
VARIABLE EXHAUST NOZZLE PRIMARY SEAL	N
PRIMARY PRESS REGULATING/SHUTOFF VALVE	Y

CANNIBALIZATIONS	
Nomenclature	FIRST
R2484/APG73 RADAR RECEIVER	N
IP-1770/A FLIGHT INFORMATION DISPLAY UNIT	Y
T1377/APG65 RADAR TRANSMITTER	N
GEU34/A AIRCRAFT ELECTRIC GENERATOR	Y
IP1556/A DIGITAL DISPLAY INDICATOR	N

AVIATION DEPOT LEVEL REPAIRABLES (AVDLR)	
Nomenclature	FIRST
CANOPY ASSEMBLY	Y
GEU34/A AIRCRAFT ELECTRIC GENERATOR	Y
MLG WHEEL MULTIPLE DISK BRAKE ASSY	Y
PRIMARY PRESS REGULATING/SHUTOFF VALVE	Y
R-2508/ALR-67(V)	N



NAVICP and NAVAIR FIRST Contracts

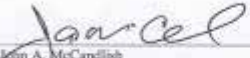







PMA-265 and the Fleet Combine for the First Ever PBA

F/A-18 PERFORMANCE BASED AGREEMENT
BETWEEN PMA 265, COMMANDERS STRIKE FIGHTER WING
ATLANTIC AND PACIFIC, AND COMMANDER NAVAL AIR
FORCES

This Performance Based Agreement (PBA) establishes Ready-for-Tasking and Cost-Wise Readiness performance objectives for the F/A-18.

 _____ John A. McCandlish Captain, U. S. Navy Commander Strike Fighter Wing, Atlantic	<u>14 July 05</u> Date
 _____ V. P. SAUER Captain, U. S. Navy Commander Strike Fighter Wing, Pacific	<u>14 July 05</u> Date
 _____ D. E. GADDIS Captain, U. S. Navy F/A-18, EA-18G Program Manager	<u>14 July 2005</u> Date
 _____ J. M. ZORKMAN Vice Admiral, U. S. Navy Commander, Naval Air Forces	<u>18 AUGUST, 2005</u> Date

“... This F/A-18 PBA establishes Ready-for-Tasking (RFT) and Cost-Wise Readiness performance objectives as agreed to by Commander, Naval Air Forces (CNAF), the F/A-18 Program Manager (PMA-265), and Commanders Strike Fighter Wing Atlantic and Pacific.”

“... CNAF, PMA-265, CSFWL and CSFWP shall utilize RFT to measure F/A-18 readiness. PMA-265 shall support the Fleet in meeting the CNAF RFT Entitlement.”

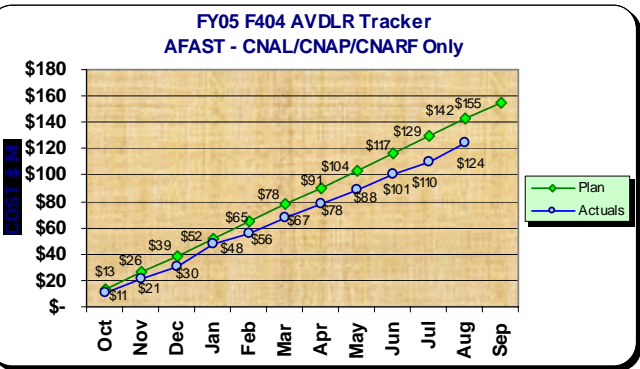
“... CNAF and PMA-265 will assess the performance objectives in the PBA and monitor, analyze, and develop appropriate metrics that incentivize the supply chain to focus on mission accomplishment and cost-wise readiness.”

“... Upon signature of this PBA, PMA-265 will incorporate these performance objectives into the F/A-18 Integrated Sustainment Strategy.”

F404 Logistical Data Sheet

(As of 12 Oct 05)

Contractor: GE
 PBL: Yes (Repairable & Consumable)
 Maintenance Plan: O-I-D

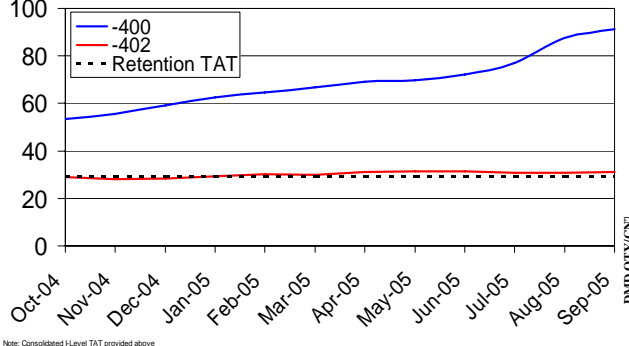


Source: AFAST – Boeing provided

F404 DEGRADERS (12-Month: Sep 04-Aug 05)		Action	Effective Date	Projected Savings or Avoidance
BY AVDLR **PBL Item**	Cost / Removals			
-402 HPT Rotor **	\$14.4M / 126	PBL	FY03	\$1.0M (s)
-400 LPT Rotor **	\$11.4M / 163	PBL	FY03	\$0.8M (s)
-400 HPT Rotor **	\$11.1M / 113	ACP R&R	26-Apr-04	\$1.5M (s)
Fan Rotor **	\$10.6M / 176	PBL	FY03	\$0.7M (s)
VEN Power Unit	\$7.9M / 280			
-400 Main Fuel Control **	\$6.5M / 374	PBL	Awarded Jun 04	TBD
-402 LPT Rotor **	\$6.3M / 112	PBL	FY03	\$0.5M (s)
BY READINESS	NMC Hrs			
-400 Electrical Control Assembly	23,354			
-400 Main Fuel Control **	20,989	PBL	Awarded Jun 04	TBD
BY CANNES	Removals			
-402 Main Fuel Control **	113	PBL	Awarded Jun 04	TBD
-402 Electrical Control Assembly	69			

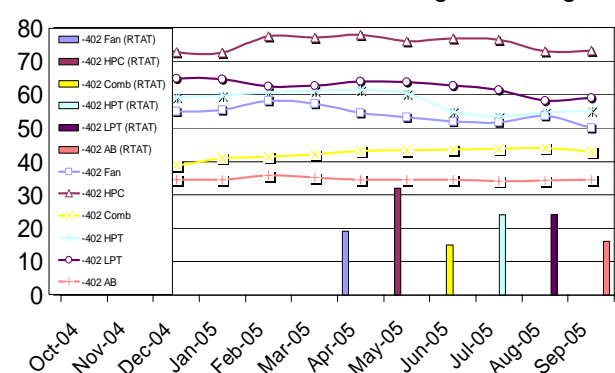
Source: LMDSS RSC Metrics

F404 Engine I-Level 12-Month Rolling TAT Average



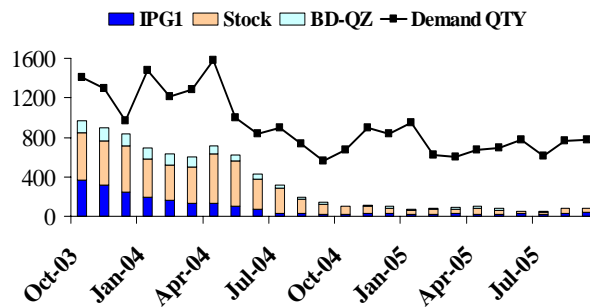
Note: Consolidated I-Level TAT provided above
 Source: AEMSDSS query tmstotaimdatavg - data point equals average of last 12 months

-402 Module I-Level 12-Month Rolling TAT Average

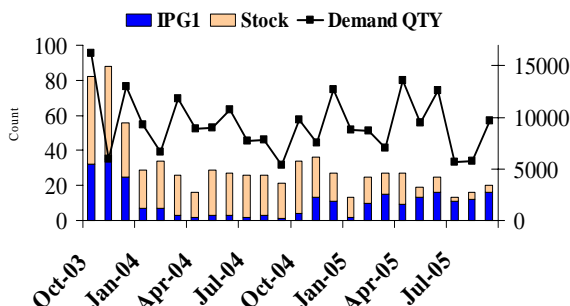


Source: AEMSDSS query tmstotaimdatavg

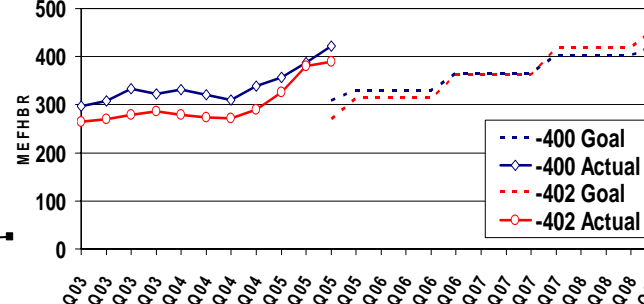
7R Backorders



1R Backorders

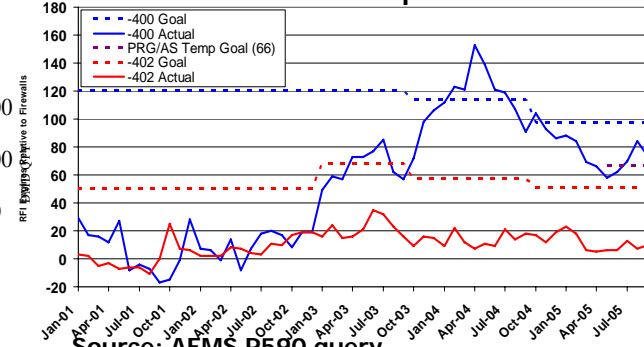


F404 MEFHBR – FY05 3rd Qtr



Source: PMB Tier 1 Metrics - MEFHBR

F404 Propulsion Readiness Goal Status – Sep 05



Source: AEMS P590 query