

Ogden Air Logistics Center



A-10 Aging Aircraft Issues

Col Chris Davis
A-10 System Prgm Mgr
DSN 586-3176
Howard.davis@hill.af.mil



Facts & Major Inspections



OGDEN AIR LOGISTICS CENTER

Facts

- 356 Aircraft (248 Thin-skin; 112 Thick)
- Primary Missions: CAS, CSAR
- Fleet Averages
 - Age: 28.4 years
 - Hours: 9,180 Hrs
- Service Life:
 - 6,000 Hrs (Original)
 - 8,000 Hrs (1976)
 - 16,000 Hrs (1996)*
 - 20,000 Hrs (TBD)
- Deployments: OEF
- Unique Attributes
 - No OEM or Prime Integrator
 - Organic ASIP

Major Inspections

- 500-hour Phase
 - Field level
 - AD: 12 days; ARC: 30 days
- Service Life Extension Program (SLEP)
 - Depot level
 - Completed NLT 10,000 FHs
 - Strengthens Wings
 - 293 Aircraft Complete
 - Locations: Hill, AMARG, SABCA (USAFE), KAL (PACAF)
- Scheduled Structural Inspection (SSI)**
 - Completed Every 2,000 Hrs, 1,600 Landings or 8 Yrs thru Retirement
 - Ensures Aircraft can Achieve 12,000-Hour Service Life
 - 21 Aircraft Complete
 - Locations: Hill, SABCA, KAL

* Currently certified to 12,000 Hrs (fuselage)

** Incorporates fuselage repairs starting FY12 to achieve 16,000 hrs



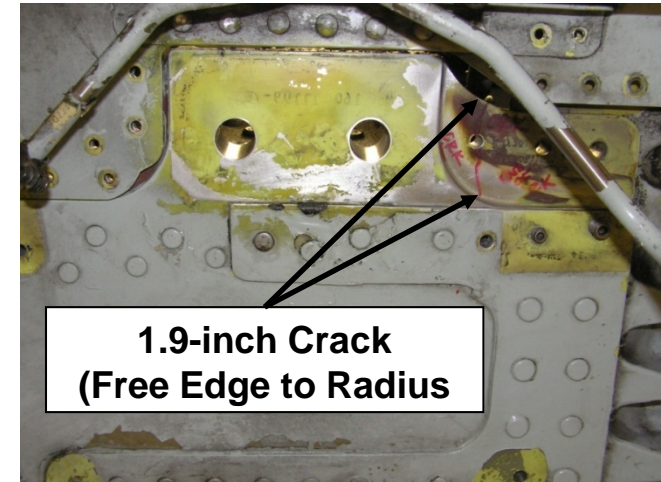
Aging Examples



OGDEN AIR LOGISTICS CENTER

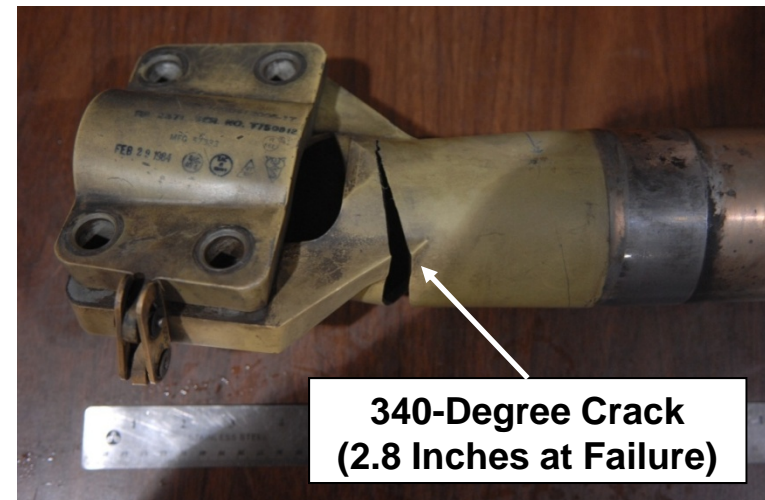
Wing Cracking

- Identified During Depot Preventative Mx (Jul 08)
- 356 A-10s Affected -- 190 Aircraft Grounded
- HRI* = 8 (Remote, Catastrophic)
- Repairs Completed (Jul 09)
- \$25M Depot Out-of-Cycle Cost; 4 SLEP/SSI Lost



Engine Thrust Mount

- Identified During End-of-Runway Check (Aug 08)
- 341 A-10s Affected -- No Groundings
- HRI = 12 (Improbable, Catastrophic)
- Inspections Completed (Early 2009)
- \$6M Depot Out-of-Cycle Cost; Forced Attrition Thru FY13



* Hazard Risk Index (as defined by Mil-Std 882)



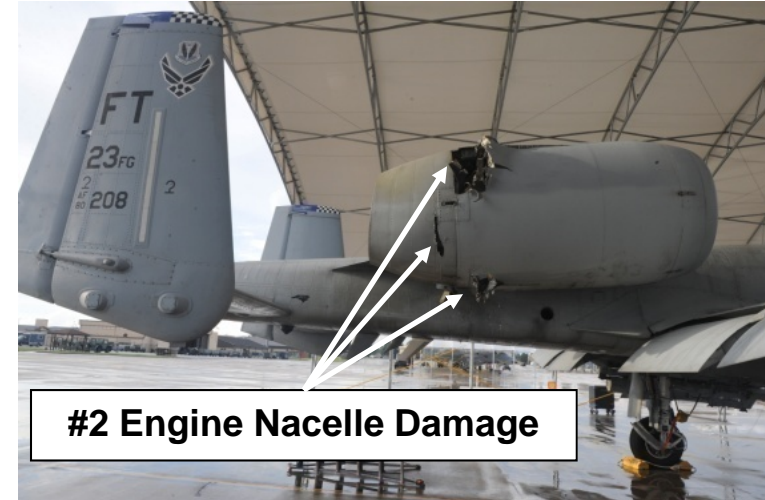
Aging Examples (Cont'd)



OGDEN AIR LOGISTICS CENTER

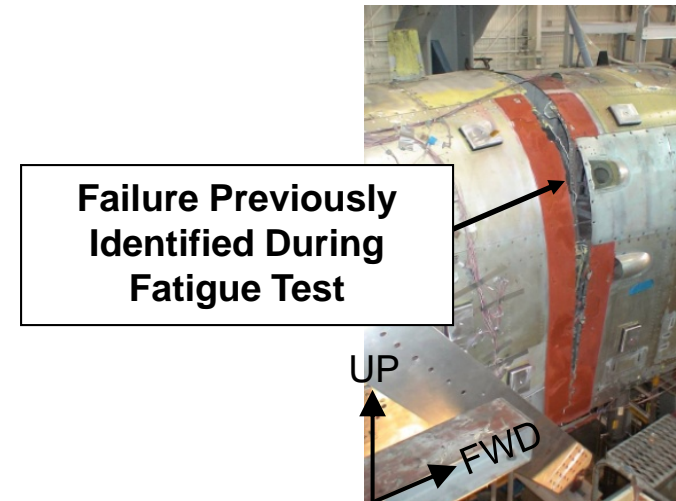
TF34 Engine Mishap

- Mishap Occurred on Training Sortie (Aug 08)
- Uncontained Failure of Turbine Section
- 22 Life-limited Parts -- 800+ Engines Affected
- HRI = 12 (Improbable, Catastrophic)
- \$935M Depot Cost Projection; Retrofits Thru FY14



Fuselage Station 365 Cracking

- Identified During Depot Preventative Mx (Jul 09)
- 356 A-10s Affected -- 10 Identified as High Risk
- HRI = 12 (Improbable, Catastrophic)
- TCTOs Released -- Field & Depot Repair Options
- \$423M Depot Out-of-Cycle Cost Projection; Repairs (SLEP II) via SSI Starting in FY12





Impacts and Opportunities



OGDEN AIR LOGISTICS CENTER

Impacts

- **Increased Risk**
 - HRI = 8
 - ERLOA
- **Decreased Readiness**
 - Groundings
 - Increased Depot Possessed
 - Finite Depot Capacity
- **Increased Field Burden**
 - 250-hr TCTOs
- **Increased Depot Burden**
 - Speedlines
 - Rapid Repair Incorporation
- **Increased Sustainment Costs**
 - \$25M - Wing Cracks, \$6M - Mounts
 - \$935M - TF34 LLPs, \$423M - Fuselage Repairs

Opportunities

- **Wing Replacement Program**
 - Buys 242 New Wings
 - Saves \$1.3B in Life Cycle Costs (LCC)
 - Retrofit Remaining Aircraft (\$495M); Saves Additional \$725M in LCC
- **Turbine Engine Monitoring System/ Aircraft Data Reporting (TEMS/ADR)**
 - 38 Aircraft (11%) Upgraded
 - Tailor Inspections by Aircraft versus Fleet Averages
 - Retrofit Remaining Aircraft (\$15M)
- **Mechanical Systems Integrity Program (MECSIP)**
 - Standardized, Integrated Approach to Subsystem Management
 - Leverages RCM and RMS&S
 - \$10M Annual Requirement