



U.S. NAVY 2000

**Presented by
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18 April 2000

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Briefing Addresses

- *How DPAS is used Today*
- *Production Prioritization*
- *SPA when to use it*
- *Use of Industrial Capabilities Surveys to Supplement DPAS*
- *DCMA “Eyes and Ears” of the Program Office*
- *Future?*

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How DPAS is used Today?

- *NAVAIR Experience*
- *Ongoing Education of Program Managers, Contracts Officers and Logistics Managers*
 - *DPAS CD updated 1998*
- *Develop Rapport with 17 Program Office Teams*
- *Provide guidance of “HOW TO” complete BXA 999*
- *Instructor for Procurement Initiation Document Course for “Special Programs”*
- *Build “Trust” with other DPAS Officials*

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Production Prioritization

- *Work with Program Offices and Naval Inventory Control Points to ensure timely delivery of Systems, components and spares*
- *Provide detailed “Histogram” of Events (See Next Slide)*
 - *E-mail all parties to keep them apprised of status*
- *Develop Rapport with both DCMA Representatives & Company*
- *Establish Question Hot Line to provide Detailed Guidance to PM*
- *Contact other affected DPAS reps to get Consensus.*
- *Solve DPAS problems at Lowest Level*
- *Maintain archives*

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Status of DPAS Case affecting F-22 and F-18 Windscreen Production.

- Encl: (1) E-mail from Gary Powell DUSD-IA Requesting DPAS Resolution Assistance Previously Transmitted
 (2) Sierracin List of Military Products with pictures of BVT Deposition Chamber and Commercial window for KC/DC-10 Aircraft
 (3) Sierracin List of Commercial Products with pictures of DC-10 Commercial Window and Learjet 400 Windscreen

- 21 March 2000** received Email (enclosure 1) from Mr. Gary Powell, DUSD-IA, DPAS Director, requesting my assistance in resolving a contract delivery conflict utilizing the DO-A1 DPAS rating for the F-18 and F-22 aircraft.
- 21 March 2000**, talked to NAVICP representatives Donna Sibel and Bill Malkus, F-18 Logistics IPT Head for procurement of the F-18 A/B/C/D and F-18E/F Windcreens from Sierracin Aerospace. Determined that Sierracin was having delivery problems with current orderboard and was 42 behind contract delivery schedule. This inability to meet contract requirements has caused 17 F-18 C/D aircraft to be grounded awaiting these flight critical parts. NAVICP indicated that they have been in contact with the contractor and were in process of taking the necessary action to withhold any production incentive award fees due to this production slippage.
- 21 March 2000** I spoke with Major Rich Bomhold, F-18 Windscreen IPT Leader for PMA 265 and discussed this effort. Additionally, I forwarded enclosure 1 to him and requested a comprehensive assessment of the impact of stopping the F-18 production of windcreens if the F-22 is granted this request by OSD. Maj. Bomhold is due to provide this to me by COB 22 March 2000.
- Independently I researched Sierracin Aerospace to identify industrial capabilities of plant to manufacture the military products. Determined that Sierracin has 10 vapor deposition machines including the BVT and new 16-foot Energy Reflective deposition chambers. The new 16 Foot deposition chamber recently started production which increased the ability of the manufacturer to process double the number of windcreens for both the F-22 and F-18 and other military programs.
- 22 March 2000** I spoke with Mr. James Neeley, DPAS Officer for the USAF, (937-255-2456), to determine if the need for the F-22 could be met by utilizing the new 16-foot deposition chamber. At the present time 1100 hrs 22 March 2000. I am awaiting a discussion between the F-22 SPO, Sierracin and DCMC on site inspectors to find out if this firm could go to a 3rd shift to accommodate the F-22 program without affecting the F-18 programs. Additionally, the NAVICP personnel are pursuing with Sierracin representatives a methodology to increase

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Aermacchi

AM-X Composite Windshield
 MB339 Composite Windshield

Bell

UA-2 Heated Windshield

Boeing

A-4 Unheated Quarter Window
 AH-64 Windshield, Side Windows, Blast Barrier
 Alpha Heated Windows
 B-1B Heated Composite Windshield
 C-17 Heated Side Windows
 CH-46 Heated Windshield
 CH-47 Heated Windshield
 DC-8 Heated Windshield, Heated Side Windows
 DC-9/MD-80 Heated Windshield, Heated Side Windows, Heated Eyebrow
 DC-10/MD-11 Heated Windshield, Heated Side Windows, Heated Eyebrow
 F-15 Series Laminated Windshield
 F/A-18 Series Laminated Solar Coated Windshield
 KC-135 Heated Windshield, Side Window, Eyebrow
 MD-90 Heated Side Windows, Passenger Window
 Space Station Electrically
 TA-4 Heated Quarter Window

Cessna

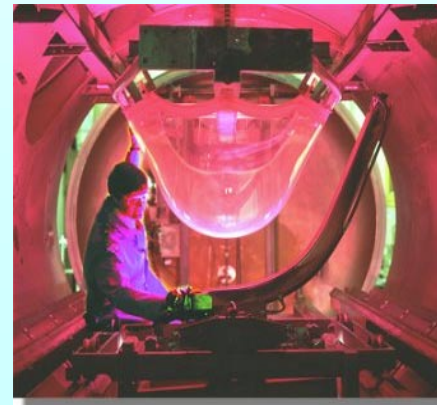
A/T-37 Laminated Windshield
 UNFO Composite Windshield

Embraer

ALX Windshield Canopy
 CBA-123 Heated Windshields, Laminated Side Windows

FMA

IA-63 Heated Windshield



BVT Canopy Deposition Chamber



KC-10/DC-10 Side Window



SPA-When to Use It

- *TOMAHAWK Cruise Missile Required DX Rating*
 - *Weapon of Choice in Low Intensity Conflict*



- *DX withdrawn by DOC/OSD 1998*
- *SPA Started with BXA 999 sent to NAVSUP/OSD/DOC*
- *Research found the original POTUS Signed Letter*
- *Research showed need for DX never expired*
- *DX re-issued by DOC within 15 days of SPA Start*
- *Program Office Notified with Contract Mod for DX*



ICA Surveys to Supplement DPAS

- *P-3C Program Office concerning non-availability of ICS airborne satellite communications system from Telephonics*
- *Found C-17 DX rated program had production line priority*
- *P-3C is rated DO-A1*
- *Initiated SPA BXA-999 with NAVSUP for Priority Assistance*
- *Contacted company to indicate that Industrial Capability Assessment Team would be arriving following week*
- *Company called P-3C PM the Next Day to inform that satellite communications systems would be repaired/delivered ON-TIME*
- *Cancelled SPA BXA-999 with NAVSUP*

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DCMA “Eye and Ears”

- *F/A-18 PM wants priority for F414 Engine delivery (Dec 98)*
- *Research-GE; Deliver Six F414 Engines ahead of schedule*
- *Research-NAVICP; The F/A-18C/D Fleet has “Bare Firewalls” for current F404 engines with GE. Unable to deliver parts on time*
 - *Engine Common to F-117A Stealth fighter USAF*
 - *Engine Overhauled by NADEP JAX for USAF and USN*
 - *79 F/A-18’s Grounded Awaiting Delayed F404 Engine Parts*
- *Meeting-GE Lynn, DCMA, NAVICP & Pgm Mgr Reps.*
- *Results-GE told that if existing ICP contracts for parts not met DPAS could penalize contractually for schedule delays*
 - *Get Well plan provided by GE to DCMA & Navy within 15 days of meeting*
 - *Parts problem solved for NAVICP*
 - *F414 engines delivered on time*
- *WIN-WIN Story*



Future?

- *Change MUL Classification to FOUO*
- *Institute Cross Training between Services*
- *Establish DPAS Training Website site for DAWIA Cert.*
- *DPAS Training Module for DSMC Acquisition Course Curriculum*
- *Other???*

Thank You

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