



# The Naval Aviation Enterprise

# AIR PLAN

...One Vision, One Team

# 7

November 2009

*“As an aircraft Material Condition Inspector, I view aircraft corrosion the same way I see tooth decay. You know the dentist will find some degree of decay. Depending on your hygiene, it could be minor, or it could be severe. But, no matter how hard you brush your teeth right before that visit, it will be obvious to the dentist what degree the decay is. The same can be said about aircraft corrosion.”* – AMC(AW/NAC) Bobby Moser, CSFWP

## NAE Corrosion Prevention Team

**Corrosion** is a significant Navy and Marine Corps fleet wide issue that impacts both readiness and cost. Every dollar spent on corrosion is one that can't be spent improving readiness or replacing old aircraft.

**Impact on readiness:** Corrosion in the Fleet directly impacts our warfighting capabilities. At the squadron level, extensive corrosion found in critical areas often results in an unflyable aircraft. The resulting repairs take time and money. At the Fleet Readiness Centers (FRC), corrosion condition of inducted aircraft is a large factor negatively impacting the aircraft delivery schedule and increasing costs. Deployments, detachments, and operations all depend on the FRC meeting its aircraft delivery schedule. Delays result in fewer RFT aircraft and reduced readiness.

**NAE Corrosion Prevention Team:** Corrosion is a significant impact on the aircraft RFT. The NAE established a Corrosion Prevention Team (CPT) in Jul07 and aligned it under the Maintenance and Supply Chain Management sub-team. The CPT has made significant progress since inception identifying and treating corrosion by working to:

- Develop Focus Area Lists (FAL) that identify corrosion “hot spots” on each aircraft. Lists are complete for the F/A-18A-D, E-2/C2, and H-53. The H-60 is in progress.
- Find and analyze gaps in corrosion training to implement more effective training and documentation.
- Improve data collection by having both FRC and Wing inspectors use the same terminology, grading and data collection systems.
- Provide policy guidance by helping revise NAMP guidance to provide Naval Aviation maintenance more specific direction for performing corrosion inspections, prevention, treatment, training, and documentation.
- Improve design and materials by helping to identify more corrosion-resistant materials and processes for current and future aircraft.
- Report to the Navy Corrosion Prevention & Control Team.

**What can I do?** You can help reduce the impact to readiness and operating costs by improving deck-plate corrosion practices. Know what corrosion is, where and how to look for it, and how to document and treat it. Know how to use the correct materials and tools. If you're not sure, ask for help. **Resources:** N/A 01-1A-509 “Aircraft Cleaning and Corrosion Control” Manual; The DOD Corrosion Defense web site [www.corrdefense.org](http://www.corrdefense.org); Formal training is listed in the NAMP Chapter 10-13, paragraph 10.13.6.

## Latest NAE Outstanding Performance Award Winners

September 2009: Capt John Reeves, USMC, MALS-11 ASO, End-to-End AIRSpeed

October 2009: Mr. Roy Lancaster, NAVAIR Lead Data Analyst, CR CFT

November 2009: LCDR Jason Fitch, NAVICP, Maintenance & Supply Chain Management sub-team

### Key Messages

- Corrosion is a significant readiness / cost degrader.
- CPT focus is to reduce corrosion control man hour and material costs at all levels of maintenance and improve ready for tasking aircraft availability.
- The CPT analyzes aircraft corrosion control procedures, training, materials, and policies, and coordinates recommendations for improvements across the NAE.

### Facts and Figures

- 32% of all Navy and Marine Corps maintenance man-hours are spent on corrosion related actions.
- A 2008 study by LMI found that the annual cost of corrosion for USN and USMC aircraft was \$3 billion.
- The F/A-18A-D FAL consists of 17 items, which accounted for over 90% of “over and above” corrosion during 60 depot events over 2 years.