

ACC TASR 2022



A-10 Divestiture Planning

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ACC-AFMC-AQ collaboration in support of SECAF's operational imperatives



Bottom Line Up Front

Topic: A-10 Divestiture Planning

- **Decision Required: None. Provides SPM assessment of modernization and sustainment planning and status in light of the anticipated FY23 PB position which divests the A-10 by FY28**



Divestiture History

- Five full (FY15-17) or partial (FY21-22) divestitures proposed - all unsuccessful
- Decisions ahead of FY15 PB devastated fleet - dealing with perpetual challenges
 - Wings: 173 of 281 bought; legacy wings can't fill gap => 145 A-10s can't fly 6-mo AEF
 - Depot: Inductions cut from 40 to 16 => 3 yrs to recover; never recaptured losses
 - Hogback: Deferred from FY13 to FY19 => 120 jets within one PDM cycle of grounding
 - Supply Chain: CICU response delayed 3 years => Field's #1 MICAP driver, FY17-24
 - OFP: Reverted to sustainment, 3 yrs to recover 3600 baseline => 7+ yrs to field Suite 9
 - Modernization: Perpetuated 10-yr drought => adversaries advanced, A-10 stood still
- Take Away: AF resourced A-10 to divest yet flew it like an enduring fleet, rapidly accelerating decline toward today's hollowing fleet

CICU - Central Interface Control Unit; OFP - Operational Flight Program

“Three forces influence A-10 history and its future: Aging, increasing complexity and the tumultuous forces of external factors. The havoc of Government decisions and war have not been kind to the fleet.”

Air Force Fleet Viability Board Report, 2006



Comparison of A-10 Funding and Force Structure Baselines

FY22 PB (\$M)	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
RDT&E	27.4	25.5	24.5	34.2	70.7	68.5	80.9	15.3
APAF	163.1	125.8	135.8	83.6	91.7	84.2	102.7	102.0
NGREA	39.3	0.0	21.5	TBD	TBD	TBD	TBD	TBD
WSS*	252.1	288.3	327.5	337.2	334.8	239.3	206.2	240.7
Total Funding	481.9	439.6	509.3	455.0	497.2	392.0	389.8	358.0
Force Structure	281	281	281	239	218	218	218	218

Anticipated FY23 PB (\$M)	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26
RDT&E	27.4	25.5	24.5	34.2	72.4	70.0	16.5	0.0
APAF	163.1	125.8	135.8	83.6	84.0	85.1	80.5	52.1
NGREA	39.3	0.0	31.3	TBD	TBD	TBD	TBD	TBD
WSS*	252.1	288.3	318.7	343.6	453.2	396.8	237.1	324.5
Total Funding	481.9	439.6	510.3	461.4	609.6	551.9	334.1	376.6
Force Structure	281	281	281	281	260	218	162	103

* Subject to change; reflects near-final (not locked) anticipated FY23 PB PDM II WSS position, as provided by CAM Office



Modernization

- **FY23 BES position (FY27 divest) funded wings (APAF) & \$9M for OFP (FY23 RDT&E)**
- **Anticipated FY23 PB (w/PDM II) funds installs of ATTACK wings, ARC-210 (partial) & 2GES, as well as depot stand-ups; also funds RDT&E for OFP & CICS thru FY24**
- **SPO executing all programs based on 218 fleet from FY22 PB & authorized funding**
- **Once FY23 PB rel'd, exceptions to Sunset Clause req'd (based on SAF/GC opinion)**
 - **Four <\$100K prgms excepted; no prgms meet <\$1M & Reuse - complete (OPR: SPO)**
 - **Nine programs require SECAF Nat'l Security Waiver - package drafted (OPR: AQP)**
- **Risks/Concerns**
 - **Current Mods: Most field in late-FY22/early FY23; timing adds complexity/turbulence**
 - **Developmental OFPs: Transition to sustainment in FY25; canx stalls future growth**
 - **CICS: FY22 New Start - awd delayed; CICU 2.8 cannot spt future mods, new maps, etc.**
 - **Split Fleet: NGREA affords path to HRDS, 3DA & JRG, creating disparate fleets**



Sustainment

- **Cuts from AF FY23 BES (divest by FY27) mixed**
 - **WSS: \$35M in FY22 & \$71M in FY23 req'd to reach Moderate risk for 218-a/c fleet**
 - **WCF: FHP declines 51% in FY23; non-divest related WCF shortfalls impart add'l risk**
 - **DLA: War on Excess driving "Buy to History" policy thereby invoking greater risk**
- **Anticipated FY23 PB fixes WSS but misaligned to divest; WCF/DLA issues endure**
- **Depot: Executing under annual waivers to T.O. 00-25-4 prohibition against PDM**
 - **Constrained by divest cuts, wings, nacelles & manning; slows any recovery to FY25**
- **Parts: No waivers/exceptions avail; FHP decline & FY28 sunset hurt prospects for mid-/long-term parts supportability; persistent uncertainty impacting supplier base**
- **Risks/Concerns**
 - **Nacelles: Rapidly eclipsing divestiture & wings as greatest threat to readiness/recovery**
 - **Wings: Must buy more by 2Q/FY23 or risk production break and stalled recovery**
 - **Supply: Lack of waiver/exception policy limits toolkit to actively manage divestiture risk**



Summary

- **A-10 lives in the shadow of FY15 divestiture decisions**
 - Permanent fixes to wings, depot, CICU, et al, will take a decade or more to reverse
- **A-10 SPO using vast expertise to lead-turn issues and mitigate uncertainty**
 - PDM II's misalignment of funding to force structure complicates effort
- **Mods proceed at pace, but req exceptions or waivers to move beyond PB release**
 - Lack of developmental OFPs and CICS threaten future growth, viability and lethality
- **Anticipated FY23 PB improves WSS; external forces amplifying divestiture risks**
 - Nacelles rapidly eclipsing wings and divestiture as greatest risk to readiness/recovery
- **If divestiture fails, disconnects must be rapidly met to mitigate worst impacts**
 - NGREA offers ARC viable modernization path, but results in divergent A-10 fleets

