US Air Force Release

Air Force and Navy Agree on New Process for Allocating Joint Strike Fighter Depot Workload

WASHINGTON, Sept. 22, 2008 [released publicly Sept. 29, 2008] -- The Air Force and Navy last week signed a memo identifying a new process for allocating Joint Strike Fighter depot repair workload. The new process takes into account Service competency and experience in determining workload allocation.

"This was truly a joint effort on the part of the Air Force and the Navy to agree on the majority of the depot workload, ensuring we will have depot repair capability up and running when we need it, " said Debra Walker, Deputy Assistant Secretary for Logistics. The Joint Strike Fighter is the largest joint program in the history of the Department of Defense.

For 80 percent of the major system categories on the Joint Strike Fighter, the Services were able to reach early agreement on workload allocation. This agreement was formalized in an Air Force/Navy jointly signed letter to the Joint Program Office on 16 September 2008 for final approval. For the remaining 20 percent, which includes software and some avionics systems, a source selection team will be formed, comprised of representatives from all the Services and the Joint Program Office.

Some of the systems the Services were able to agree on up front include airframe and engines. The Joint Strike Fighter airframe maintenance, which will be up and running in 2012, will be located at the Fleet Readiness Center-East, MCAS Cherry Point, N.C. and Ogden Air Logistics Center, Hill AFB, Utah. This includes associated doors, panels, covers and control surfaces.

Engine maintenance, which will also stand up in 2012, will be at the Oklahoma City Air Logistics Center, Okla. A follow-on engine standup in 2014 will be at the Fleet Readiness Center-Southeast, NAS Jacksonville, Fla.

The engine lift system, which will be used in the Marine Corps variant aircraft will be maintained beginning in 2014 at the Fleet Readiness Center East–Cherry Point MCAS, N.C.