



Australian Government

Department of Defence
Capability Acquisition and
Sustainment Group

Aircraft Airworthiness & Sustainment 2018

Defence - AIRCDRE Phil Tammen



Scope

- Air Domain
Overview &
Activities 2018
- CASG SPO Reform



Air Domain Overview & Activities 2018



CASG Air Domain Vision

Through partnerships and being Smart Integrators, we will set the global standard for military aviation asset management.

CASG Air Domain Purpose

The Air Domain partners with industry and global partners, to deliver aviation capability for the Defence Capability Managers.



2017/18 Activities

\$2.16 b acquisition

20 major projects

\$1.4 b sustainment

21 products

955 FTE (Commonwealth)

871 actual at 3 Feb

7 Aus regional locations

8 System Program Offices

9 Project Offices

7 overseas locations

3 Foreign countries

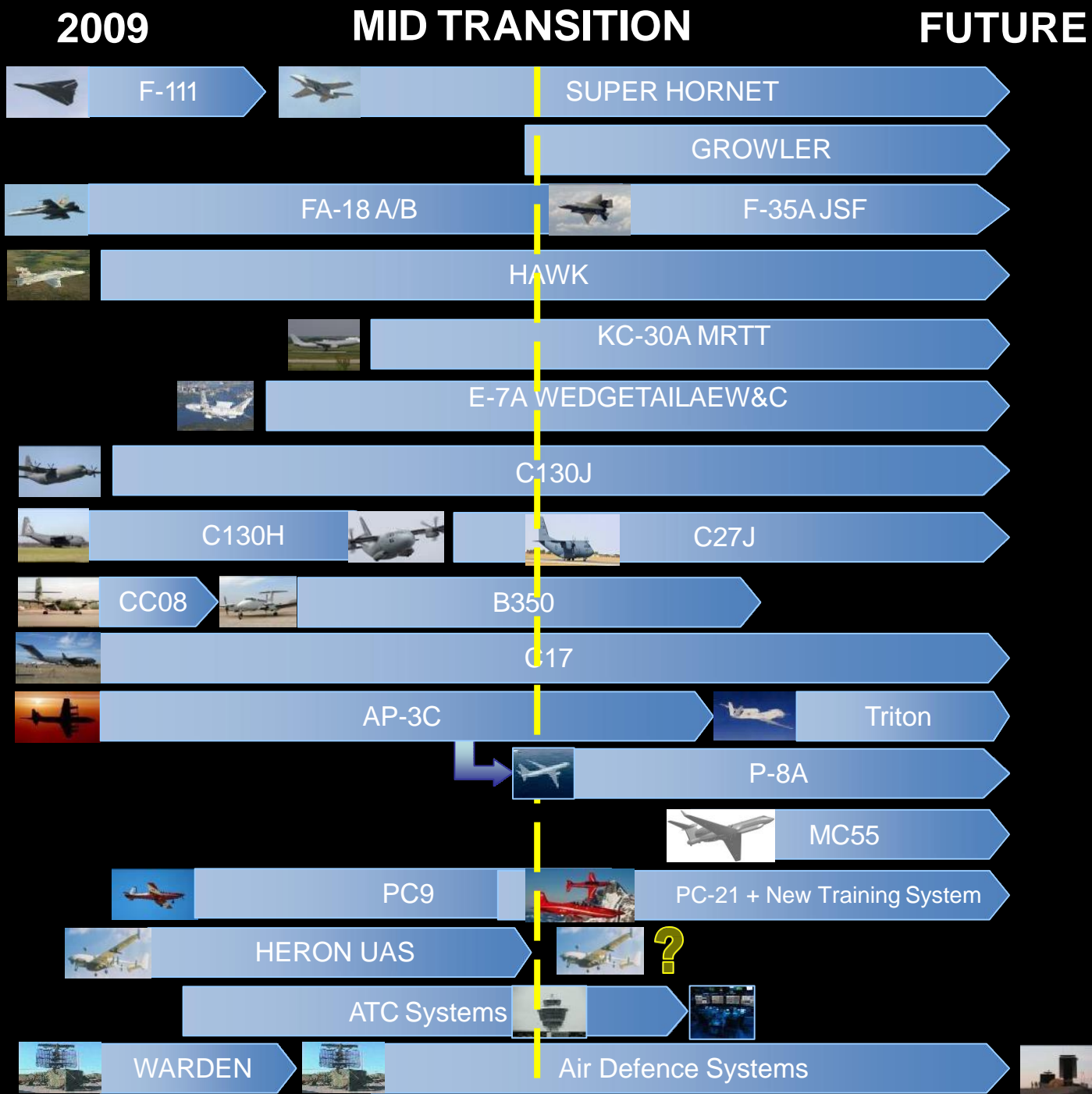
Industry & Partners

~14 significant companies

4 US services, RAF, ...



Air Force Transition



2017/18 RAAF Materiel Activities

- Growler Deliveries completed
- C-27J Deliveries completed
- PC-21 Deliveries underway
- P-8 deliveries underway
- OneSKY
- JORN Upgrade



Safety Always!



Environmental Changes

- Support to Operations continues:
 - Changes in force disposition
 - Adjustments to priorities
- Increased Joint focus inside Defence
- ERP Roll-out nears
- Security, cyber protection

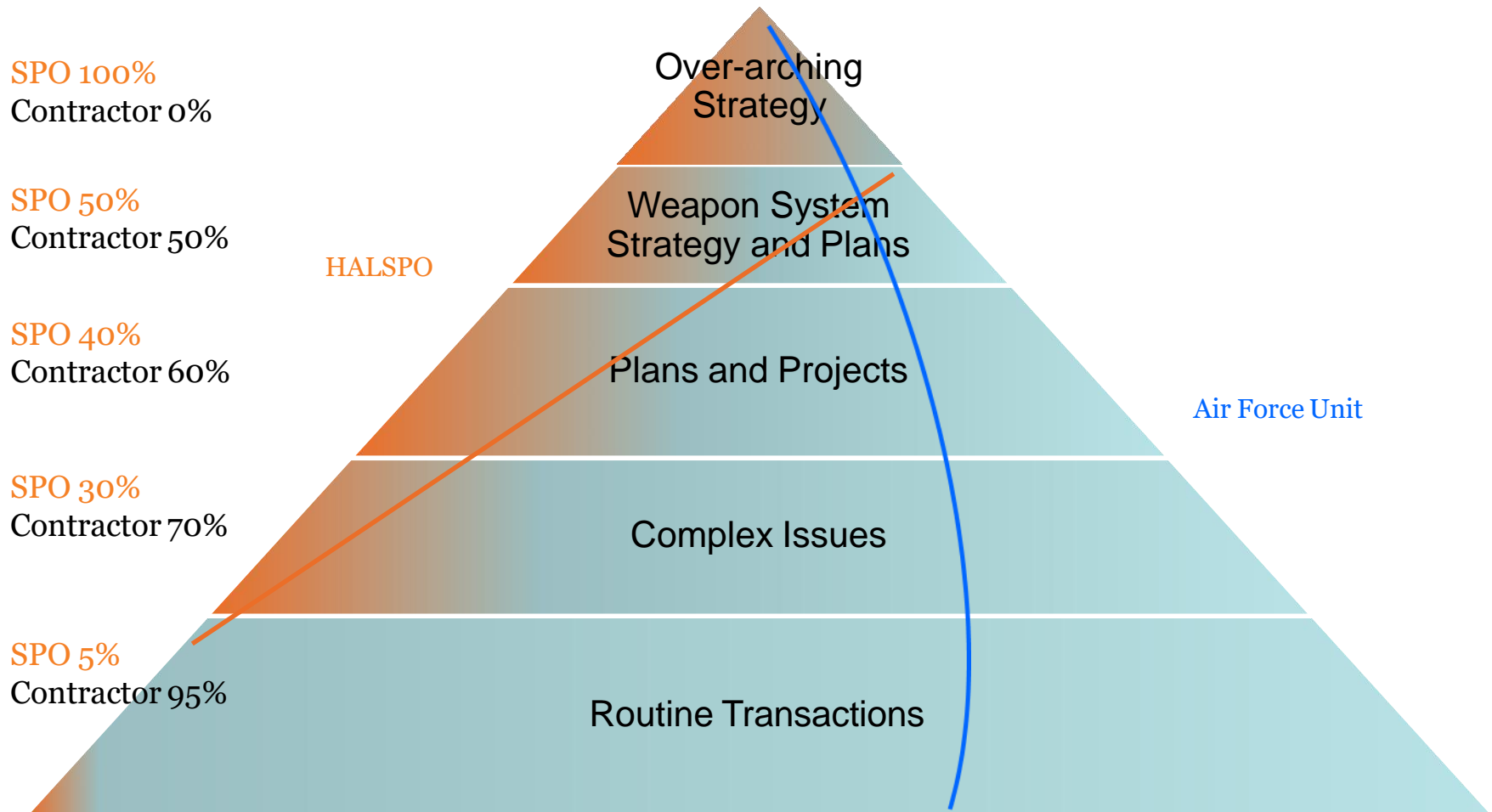


CASG & SPO Reform




- “Lean-SPO” model:
 - Requires platform stewardship
 - Different basic assumptions about roles
 - Difficult adjustments
 - A blended Industry (FIC) / Commonwealth workforce to grow skills.
- Industry ***Steward*** is held accountable and responsible at *Platform or System* level:
 - Performance Based Contract – \$ @ risk
- Long term relationship with industry:
 - Rolling wave contracts
 - Investment

Platform Stewardship





SPO Reforms

- Transition of legacy F/A-18A, AP-3C, PC-9A and B300 sustainment to leaner Prime TLS contracts
 - Establishing contemporary and leaner sustainment models for new C-27J, JSF, P-8A/Triton, and PC-21 platforms
 - Modernisation and improvement of the KC-30A and C-130J sustainment contracts
 - Establishment of in-country C-17A sustainment contract to complement FMS and improve flexibility, efficiency and responsiveness.
 - Transition to a leaner sustainment model for Common Aviation Equipment.
 - Consolidation of TASPO, AMSPO and ATPO to form ATACSPO
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Defence Aviation

– “It’s a Team Effort”

