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# Analysis of EA-18G Growler Engine Maintenance at Naval Air Station Whidbey Island, WA

Brian Story

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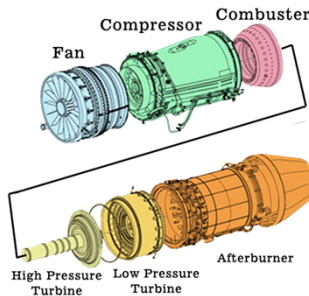
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The first Growler squadron deployment to the Central Command in November 2010 marked the dawn of a new era in electronic attack suppression. The deployment signaled the phasing out of the 40-year old Prowler aircraft by the Growler. It also marked the shift from maintenance being performed locally to a facility 1,000 miles away.

Our project focused on the practices followed by both NAS Whidbey Island and NAS Lemoore, and creates a scenario that duplicates the test cell for the Growler engine and relevant equipment at NAS Whidbey Island. The goal of this project was to identify whether the Growler engine's readiness would be increased by adding limited repair capability and the ability to test the F414-GE-400 engine at NAS Whidbey Island, as well as any additional benefits that might be gained.



The project concluded that FRC West is providing F414-GE-400 engine repair to the fleet, as per the concept of FRC/Center of Excellence, and is meeting the objective. The Growler aircraft and its engines are relatively new, therefore experiencing higher MTBF, as compared to the fleet. The Growler's engine will be able to maintain a higher  $A_0$  for a longer duration in the present repair process due to their higher MTBF and continuous induction of new aircraft and engines until FY 2018.

The LCC model showed an overall positive NPV when adding limited AB module repair capability at FRCNW, however the fleet wide effect from investing in the project would be relatively small and result in maintenance being duplicated at FRCW. Considering all of the above factors and the concept of FRCs, we do not recommend providing limited repair capability or updating the existing engine test cell at FRCNW.



Whidbey Island, WA  
EA-6B, EA-18G

Lemoore  
F/A-18

