

# Headquarters U.S. Air Force

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## RNI and HVM Update



**Col Tom Fitch**  
**AFMC LSO/A4L**  
**15 Nov 10**

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# ***Agenda***


- **RNI Vision**
- **Phase 1 Review**
- **Phase 2, Spiral 1**
  - **Accomplished to-date**
  - **Implementation schedule**
- **Phase 2, Spirals 2-10**
  - **Timeline**
- **Way Ahead**
- **HVM Vision and Tenets**
- **Phases**
- **Battle Rhythm**
- **Pilot Project Status**
- **Way Ahead**
- **Notional Integrated Repair Network**




# What is Repair Network Integration?

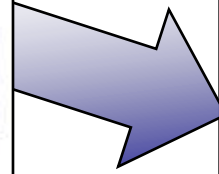
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**Current Repair Structure**



Flight Line Maintenance	Back shop Maintenance	Centralized Repair Facilities	Depots
			
			
			

Today: 4 Modes of Mx ... 150 managers ... No Process Owner



**Future Repair Network**



Mission Generation	Repair Network
	
	
	
	
	

60K Active Duty  
~\$4.8B Annually

46K Maintainers  
~\$14B Annually

Future Repair Network Provides an Enterprise View . . .  
to Optimize Support to the Warfighter



*The Repair Network Vision:*

*Enterprise wide repair capability managed by a single process owner and providing integrated support to the warfighter.*



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# RNI Core Management Processes

## Repair Network Integration (RNI) Core Management Processes

Strategic

Strategic Planning

Financial Planning

Shape & Size Network

Workforce & Infrastructure Planning

Operational

Aggregate & Prioritize  
Requirements

Compute Capability &  
Capacity

Plan & Allocate  
Workload

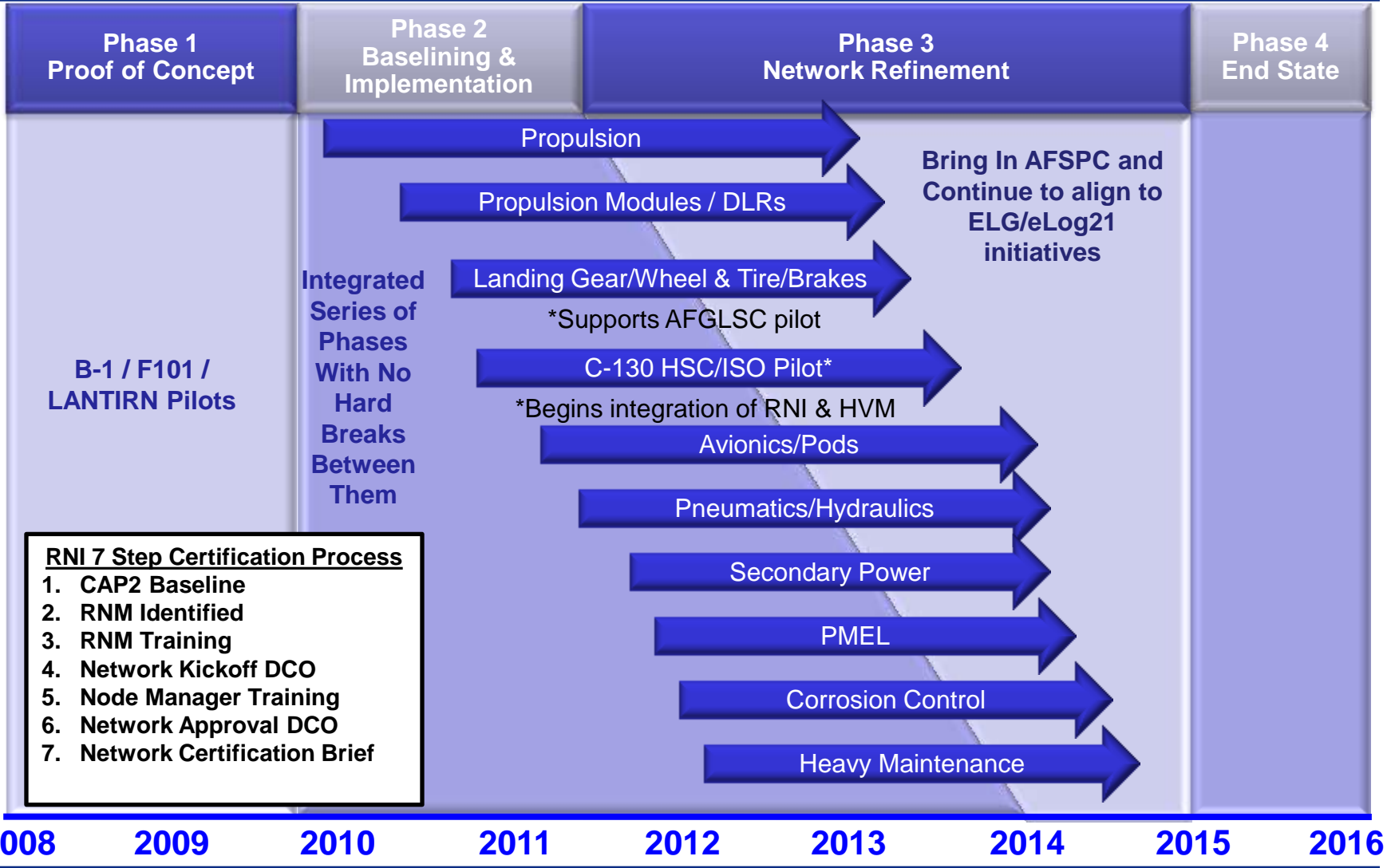
Manage Network Performance

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# RNI Big Picture

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- RNI 7 Step Certification Process**
1. CAP2 Baseline
  2. RNM Identified
  3. RNM Training
  4. Network Kickoff DCO
  5. Node Manager Training
  6. Network Approval DCO
  7. Network Certification Brief



# ***RNI Accomplishments to Date***

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## ***BLUF: Same Cost – Better Performance***

### ***Phase 1: Proof of Concept:***

- ✓ *F101 Produced 27 Engines Across Network Utilizing Core Processes*
- ✓ *B-1 ALQ-161 Band 408 Receivers Fill Rate up from 15% to 100%*

### ***Phase 2: Baselining and Implementation***

- ✓ *Enterprise view of Propulsion Capability & Capacity*
- ✓ *Propulsion Product Repair Manager, Repair Network Managers & Node Managers identified*
- ✓ *\$10.5M Cost Avoidance at Dyess AFB*
- ✓ *F101 Network sustaining WRE levels 24% above standard*
- ✓ *F100-229 Network increased WRE Levels by 39% in less than 8 weeks*
- ✓ *Developed and coordinated AFI 21-104 Guidance Memo codifying Propulsion R&R*
- ✓ *Program Management Office stood up and HVM folded into PMO*



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# ***RNI Way Ahead***

- **Certify remaining Propulsion Repair Networks**
- **Emphasis on Product Repair Group ownership in order to accelerate implementation leveraging evolutionary learn as we go approach**
- **Simultaneously continue base-lining activities for Spiral 2-4 Propulsion Modules & Commodities, Heavy Maintenance (HVM), Landing Gear / W&T**
- **Implement train-the-trainer approach for Spirals 2-10 for Network and Node Manager Training**
- **Document and implement a comprehensive repair performance measurement system**
- **Continue to refine and standardize our Core Management Process to roll out additional product lines at an accelerated pace**
- **Continue stakeholder outreach to gain buy-in**



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# ***RNI Challenge***

- **Largest repair transformation attempted in over 50 years**
- **Mind set change from my “Wing” to my “Air Force”**
- **Accelerating pace of implementation – multiple Spirals rolling out simultaneously**
- **Competing transformation initiatives and priorities –balance all of these efforts with limited manpower and funding resources**
- **Realize cost savings while driving effectiveness and efficiencies at the enterprise level (Don’t break it)**





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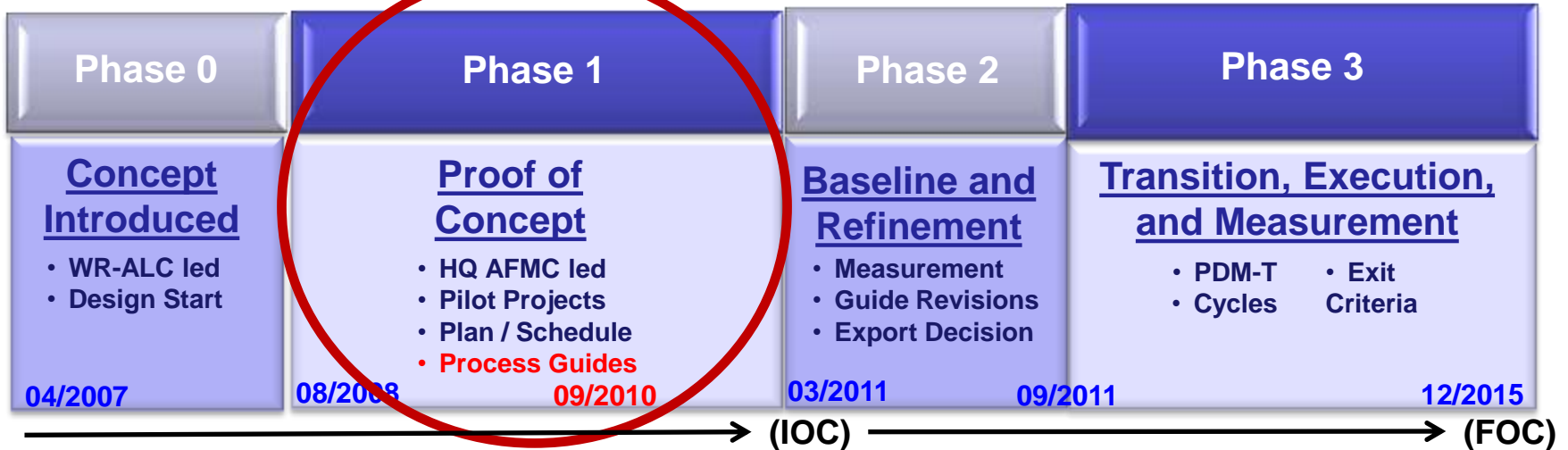
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# ***RNI Questions***



***Vision:  
Improve Aircraft Availability***

***Tenets:  
Known Condition,  
Supportability,  
Daily Standard Work,  
High-Touch Labor to Schedule***

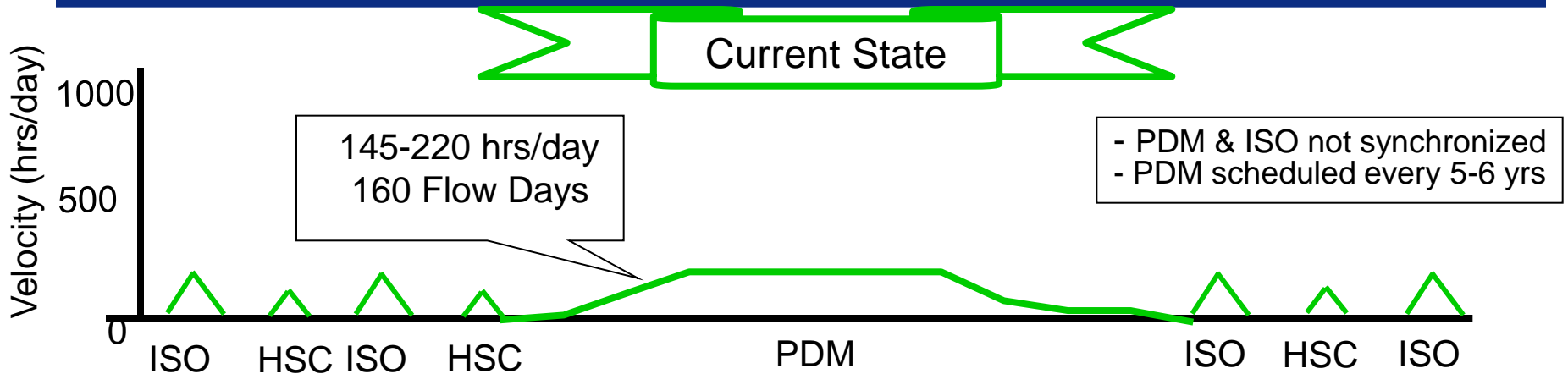


- **Phase 1: Draft Process Guides for Enterprise Need More Work**
  - **Schedule Adjusted from 09/2010 to 03/2011**
- **Overall: Steady Progress**
  - **Gaining Buy-in from Field**
  - **Tracking Progress with Key Metrics**
  - **Capitalizing on Successes and Lessons Learned**
  - **Expect Broader Implementation end of Phase 2**



## Workload Battle Rhythm

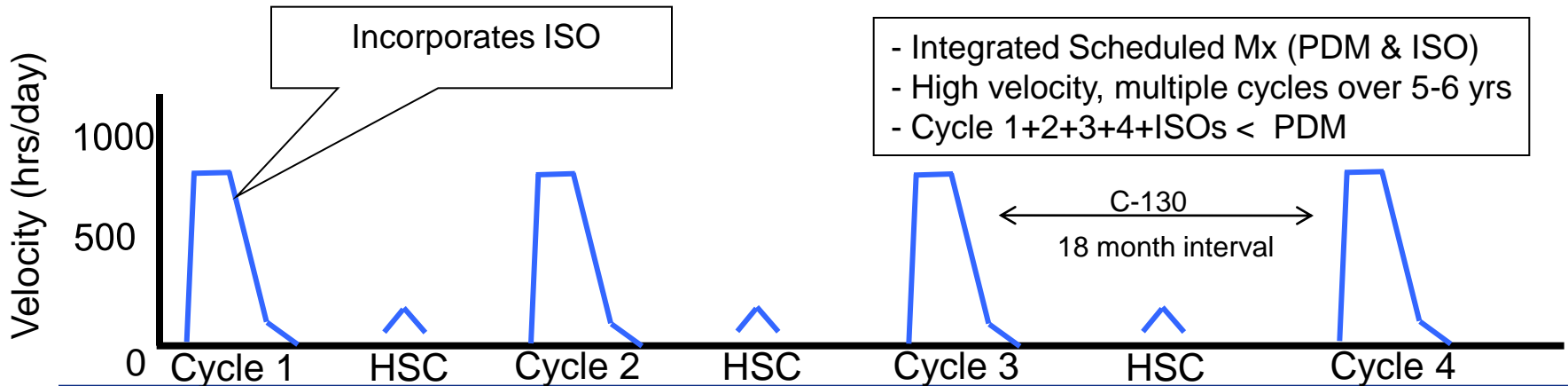
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**Improved AA**  
Less A/C on ground



**Better Visibility A/C Condition**



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# HVM

## Pilot Project Status

### C-130 Process Validation [Cycle]:

- Four of nine aircraft complete; next inducted 09 Aug 10
- AFSOC Tail 1302, 150 days AA now
- Clean data, effective Pre-Induction Inspections, and Parts available

### B-1 Process Development / Validation [PDM]:

- Validation of 6 PDM tasks through BOW process
- Delivered 532 Parts Kits for last 6 PDM Aircraft
- Validated Production Cell Standard Operating Procedures on 11 PDM A/C
- Validated Supportability Process on 2 PDM Tasks
- Begin Prototyping on all 13 FY11 PDM A/C beginning 30 Sept 10

### F-22 Process Development [Mod]:

- Improved engineering response times
- Designing metrics



**Near-Term Success:**

***Known Aircraft Condition for AFSOC MC-130W/88-1302***

***Enabled AA Improvements***



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# ***Summary / Way Ahead***

## **Summary**

- **Institutionalizing our Tenets is the Key to Success**
- **Socializing our Concept by Providing Quarterly Enterprise Logistics Governance (ELG) Status Package and ELG Project Interdependency Tracker Updates**

## **Way Ahead**

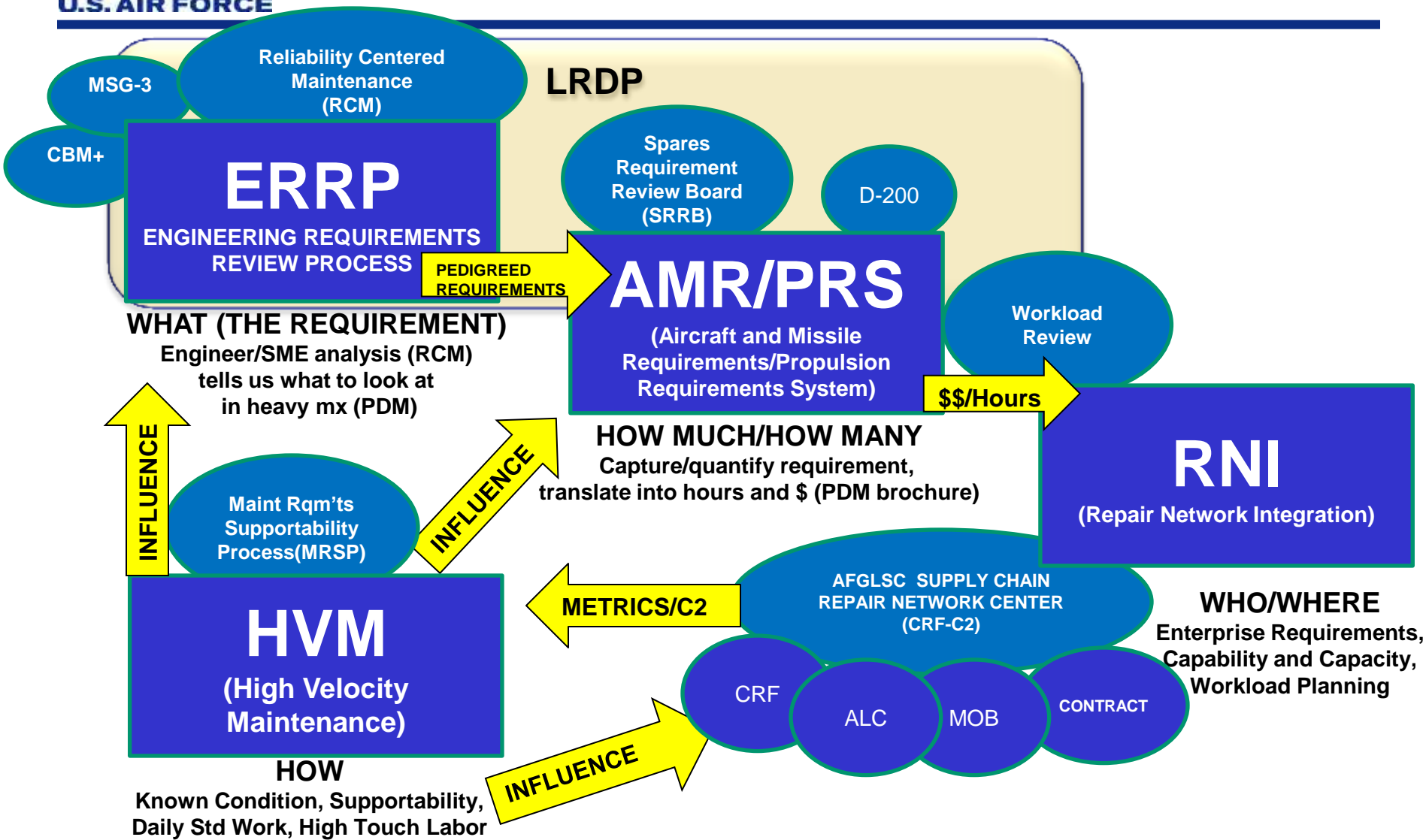
- ❑ **Phase 2: Reconcile Multiple Deployment Strategies**
- ❑ **Phase 3: Make Standard Practice Decision and Deploy**



# USAF Integrated Repair Network

## (Non-Mission Generation--Notional)

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# ***Overall Questions***

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