

# ***Headquarters U.S. Air Force***

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## ***Requirements to Resources***



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***Deputy Director of Logistics***

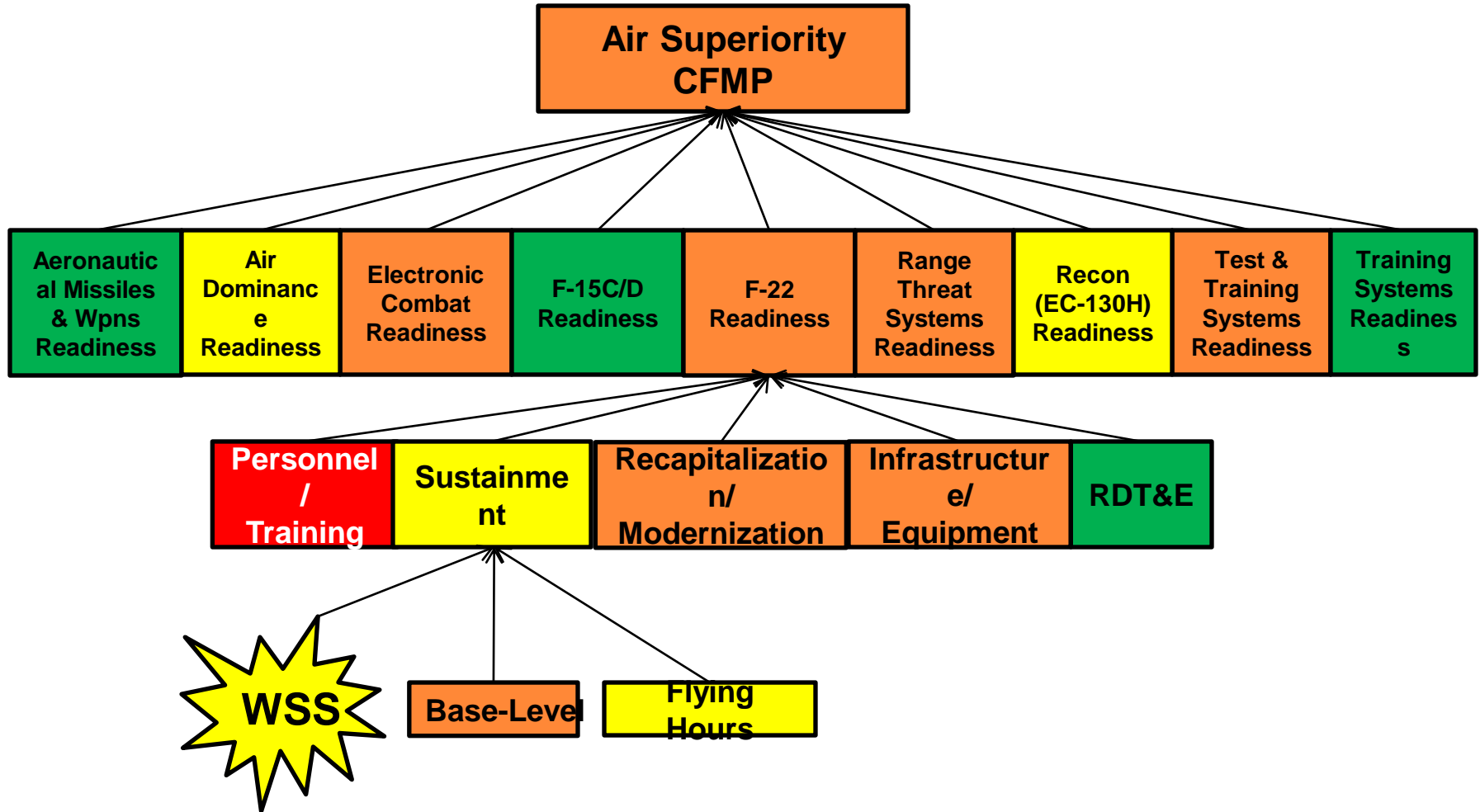
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# Requirements Flow Example



**Sustainment impact WSS, Organizational Level and Flying Hours**

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# WSS—What Is It?

## Depot Purchased Equipment Mx (DPEM) 33%

Major overhaul and/or rebuild of parts, assemblies, subassemblies and end items. Includes manufacture of parts, technical assistance, software maintenance, and storage ( Contains Organic & Contract Mx)

## Contract Logistics Support (CLS) 61%

Contract support for a program, system, training system, equipment or item used to provide all or part of the sustainment elements in direct support of an approved sustainment strategy (Contains Organic & Contract Mx)  
In FY10, 43.8% was Depot Maintenance

## Weapon Systems Sustainment (WSS)

## Technical Orders (TO) 1%

Provide user friendly, technically accurate, and up-to-date technical data at the point of use that is acquired, sustained, distributed and available for all users

## Sustaining Engineering (SE) 5%

Engineering efforts required to review, assess, define, and resolve technical or supportability deficiencies revealed in fielded systems, products, and materials

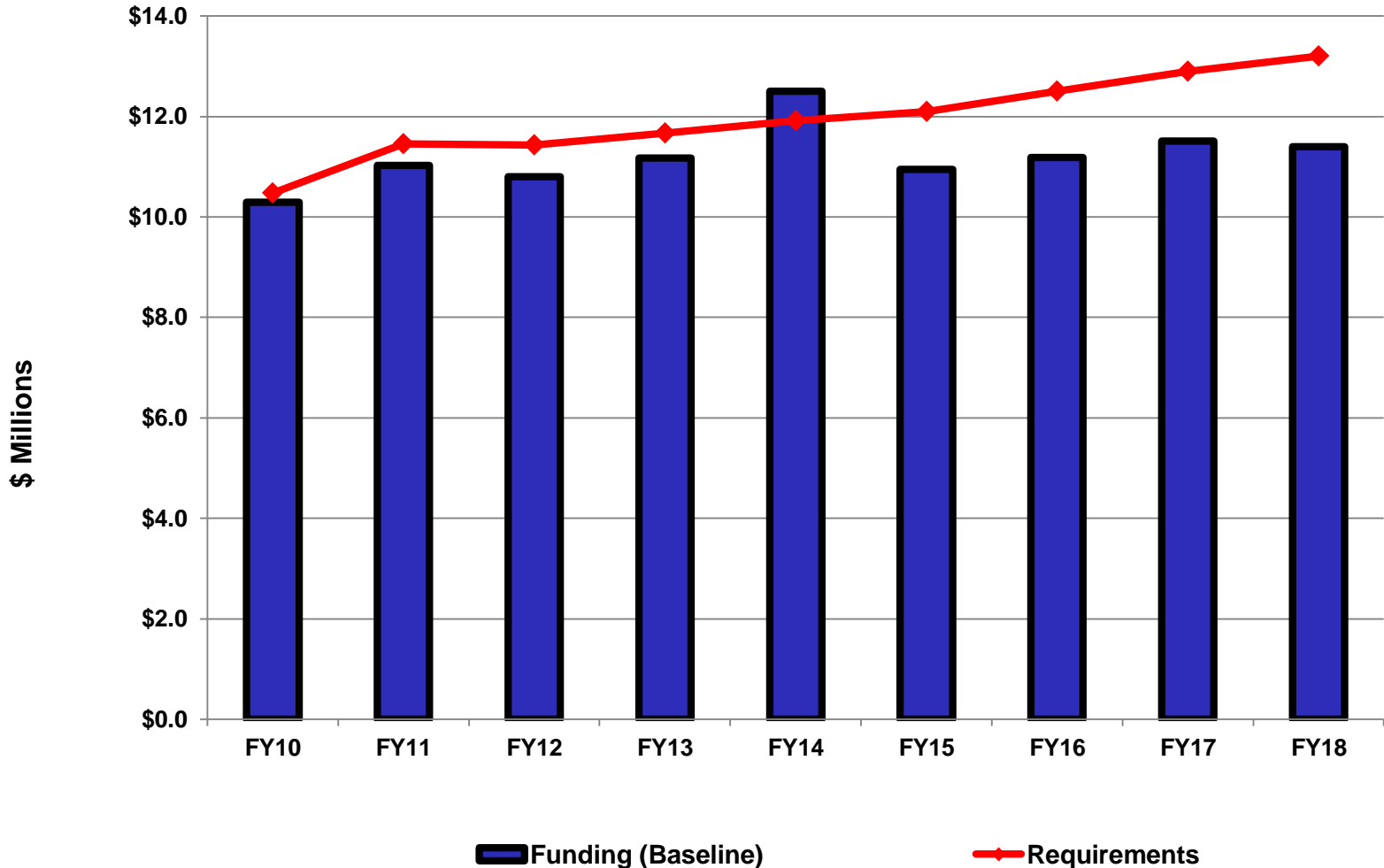
**WSS: Four Vital Sustainment Components**

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# Requirements vs Funding

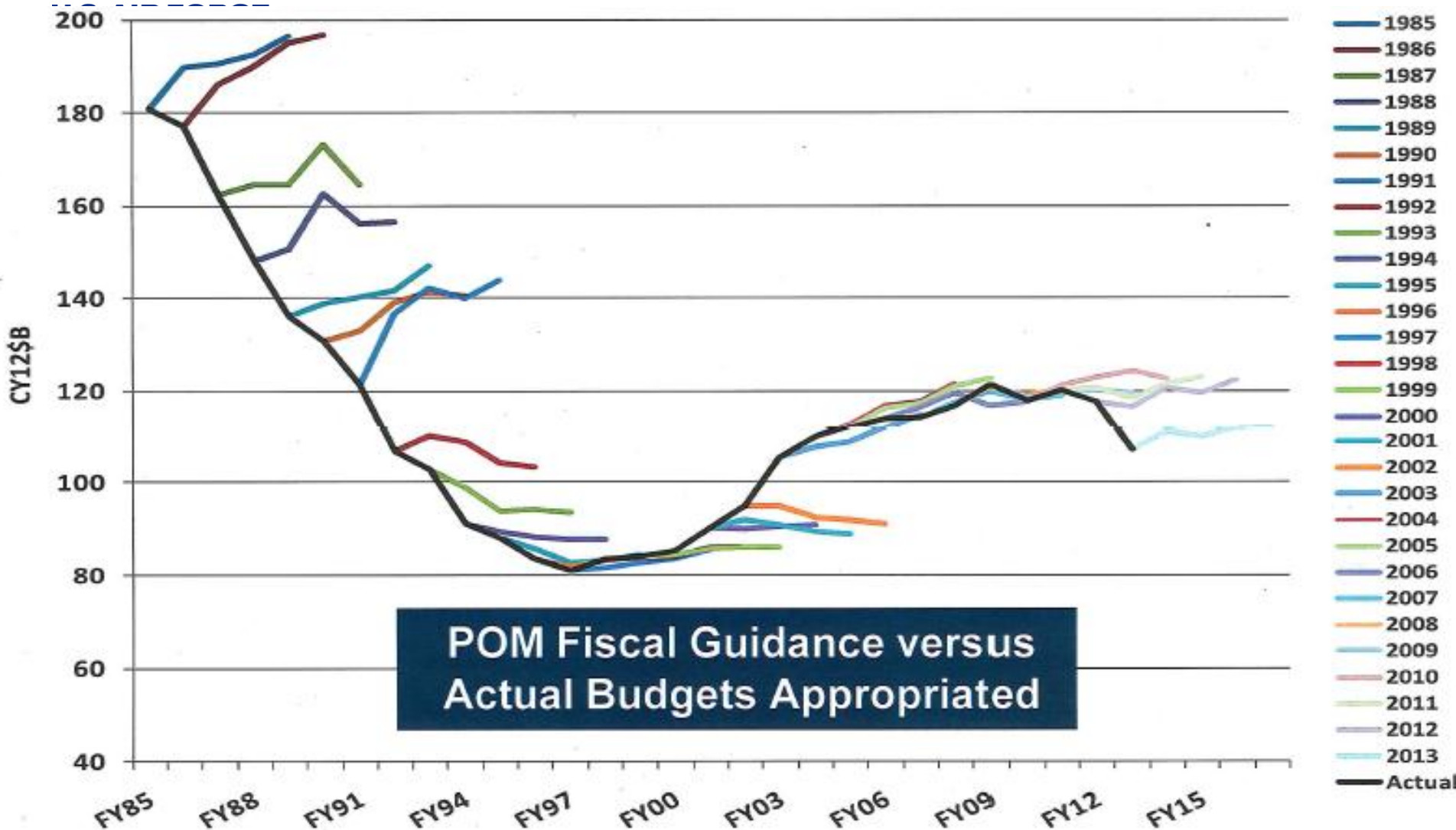
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# Guidance vs Appropriations





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***QUESTIONS ?***

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# Weapon System Sustainment

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## WSS...What it is

Depot Maintenance  
(Organic and Contract)  
Tech Orders  
Sustaining Engineering  
Storage (AMARG)  
Support Equipment  
Space & Cyber Sustainment  
Aircraft/System Software Mx  
Vehicle Depot Maintenance  
Missile Maintenance  
CLS Supply Chain  
CLS Flying Hours  
CLS Program Mgt  
CLS Beddown



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# Weapon System Sustainment

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## WSS...What it isn't

“Bluesuit” Flightline Mx  
Organic Supply Chain  
Organic Flying Hours  
Flightline Spares  
Aviation Fuel  
Modifications



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# Risk Assessment Framework

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SUCCESS

FAILURE



## Very Likely

Achievement of goal or activity is highly likely; all vital resource expenditures and schedules should be executed at or near planned levels or

## Likely

Achievement of goal or activity is likely; some resource expenditures or schedules may deviate moderately from planned levels or timeframes

## Questionable

Achievement of goal or activity is questionable; some resource expenditures or schedules may deviate significantly from planned levels or timeframe

## Unlikely

Achievement of goal or activity is highly unlikely; at least one vital resource expenditure or schedule is nearing failure; little margin

This point marks zero risk (Achieve goal or activity)

These transitions are flags on the way to a deteriorating situation; MAY require senior leader attention

Further deterioration. Approaching failure beyond this transition and senior leader attention/action is required

This point marks failure to achieve goal/activity

Both end points must be defined. By doing so, it is possible to create thresholds that lie between success and failure which provide signals to leadership regarding the organization's ability to achieve that goal

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# *Organic and CLS Managed Aircraft*

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## **Organic**

- A-10
- B-1, B-2, B-52
- C-5, C-130E/H
- E-3
- F-15C/D, F-15E, F-16C/D
- HH-60
- KC-135
- T-38
- UH-1

## **CLS**

- C-12, MC-12
- C-17
- C-20, C-21
- CV-22
- VC-25, C-32, C-37, C-38, C-40
- C-130J
- E-4, E-8, E-9
- F-22, F-35
- KC-10
- MQ-1, MQ-9, RQ-4
- RC-135
- T-1, T-6
- U-2