

**AVIATION WEEK 2008 MRO Military Insights and Suggested Flight Plan**

Action	KPP Alignment	Tasks	Metrics of Success
<p>Analyze and rationalize enterprise wide MRO capacity/capability</p> <p>In past there was a joint capacity report for mil capacity – organic mission, method and technological capabilities – Joint Depot Maintenance Advisory Group; also Rand under way</p> <p>Joint Logistics Council doesn't exist right now – chartered in 1998 vs Joint Aeronautical Logistics Commanders</p>	<ul style="list-style-type: none"> <li>- Availability</li> <li>- Reliability</li> <li>- Cost, Cycle</li> <li>- Time</li> </ul>	<ol style="list-style-type: none"> <li>1. Extend Rand study to enterprise-wide review or do via JDMAG (include O-level capability as well)</li> <li>2. Establish strategy/ rules of engagement re 50/50               <ol style="list-style-type: none"> <li>a. Standardize how depot-level maintenance is counted across all services (footprint and locations not at depot)</li> </ol> </li> <li>3. Form board of industry subject matter experts to engage in resolving painful critical points/ strategy (Ex: F-15 obsolete component)</li> <li>4. Develop method to share capacity levels/excess capacity areas at JLC (A-4) level.</li> </ol>	<p>Increased number of public/private partnerships/goals</p> <p>Align planning/ budgeting beyond one year out</p> <p>Reduced Non-Mission Capable Maintenance (NMCM) Time</p> <p>Reduced quantity of depot-captured assets</p> <p>Compliance, with margin, to Title 10 USC 2466</p>
<p>Engage the Supply Chain in identifying critical issues and resolving</p>	<ul style="list-style-type: none"> <li>- Availability</li> <li>- Cost</li> <li>- Cycle Time</li> </ul>	<ol style="list-style-type: none"> <li>1. Explore expanded use of licensed PMA parts, including a standardized certification process and use manual accepted by all services</li> <li>2. Conduct engineering analysis to identify risks/threats with regard to parts and materials shortages and develop strategy via DLA</li> <li>3. Standardize air worthiness authority</li> <li>4. Expand joint contracting (DLA) for common components (identify priorities)</li> </ol>	<p>Reduced total cost for repair/replace strategies (including engineering, test, procurement, etc)</p> <p>Availability of needed materials (time and cost)</p>

<p>Predict and Forecast vs. Fix and Maintain (Prognostics = tech investment but also skill)</p>	<ul style="list-style-type: none"> <li>- Cost</li> <li>- Cycle Time</li> <li>- Reliability,</li> </ul>	<ol style="list-style-type: none"> <li>1. Establish and use common definition for key performance parameters (cost, cycle time, reliability as well as reliability factors/drivers) - this is matter of equation as much as metric - across all services</li> <li>2. Institutionalize use of condition-based maintenance driven operation</li> <li>3. Identify, define and institutionalize what common data is needed and how to acquire, archive, utilize and implement open architecture to plug/play</li> </ol>	<p>Standard reporting of metrics across all platforms and supporters.</p> <p>Improved reliability</p> <p>Reduced cycle time via more accurate assessment of system and its required MRO</p> <p>Common data analysis and utilization across support network to reduce redundant activity, increase accuracy and improve cycle time</p>
<p>Apply Lean Concepts to Contracting Processes</p>	<ul style="list-style-type: none"> <li>- Availability</li> <li>- Reliability</li> <li>- Cost</li> <li>- Cycle Time</li> </ul>	<ol style="list-style-type: none"> <li>1. Identify process required to achieve PB contracting and target cycle time reduction in process to allow appropriate focus on building in complexity, flexibility</li> <li>2. Re-evaluate business case assumptions and update on consistent basis with regard to PBL</li> </ol>	<p>Reduce time to achieve PB contract, thus reducing overhead cost</p> <p>Strategies in place to deal with aging aircraft and parts/spares issues</p>