

Warner Robins Air Logistics Center



HVM Program Review

Briefing for:
Corrosion Conference
25 March 2009



Why HVM at WR ALC?



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- Improved acft avail requires steady state production
- Multiple maintenance concepts over the years
- Lost sight of standard/repeatable work on MRO line
- Customer demands and continually aging acft
- Compliance and process rigor lost in production



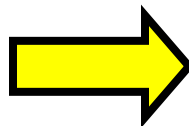
Attributes and Benefits of HVM



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Current State

- **Limited Knowledge of A/C Condition**
5+ Year PDM cycle (C-130)
Promotes a “must fix now” mentality
- **Job Shop Environment**
Mechanic gets own tools; searches for parts;
accomplishes own set up
- **Inadequate Planning – requirements, maintenance work package, parts, materiel, equipment**
- **Stove-piped Processes and Execution**
Unsynchronized, inefficient, encourages work-arounds (non-compliance)



Future State

- **Known Aircraft/End Item Condition**
Lead Time Ahead of Induction
- **Mechanic-Centric Focus (Surgeon support)**
Pre-positioned resources
Maximum Use of Kitting
- **Expand Standard Work & Processes**
- **Single Maintenance Concept**
- **Integrated Planning, Decision-making, & Data Collection**



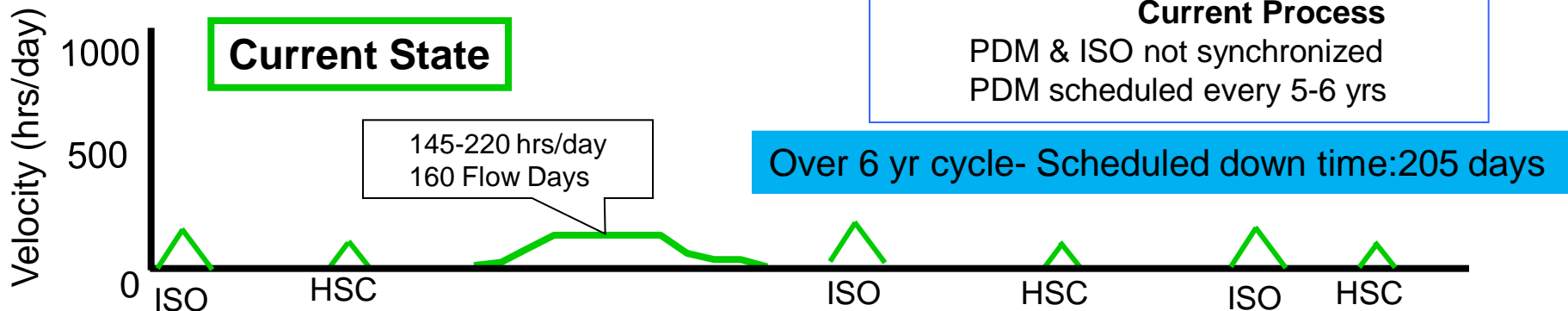


Lifecycle Comparison

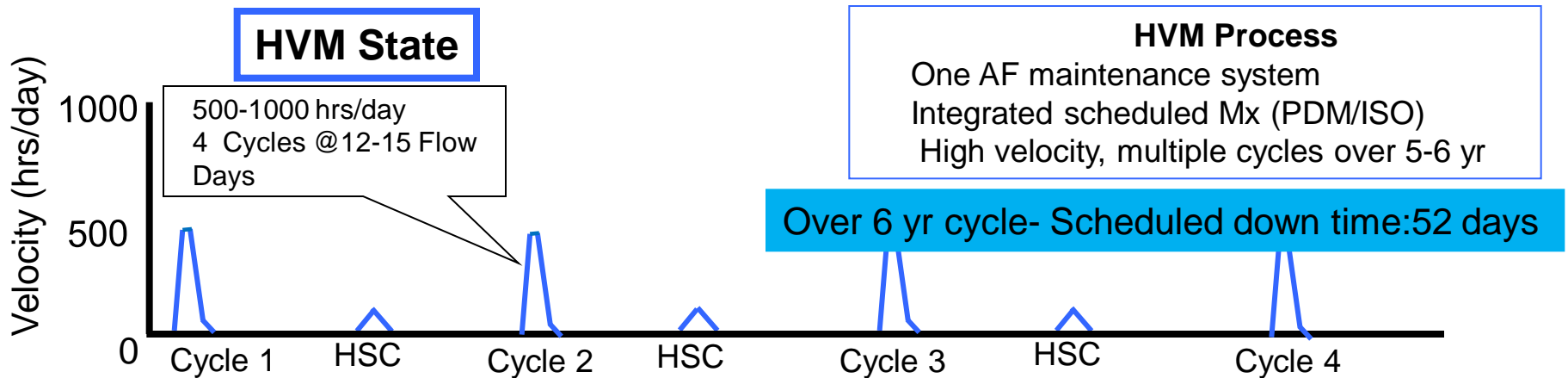


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Increase Aircraft Availability using AFSO21 tools to establish a synchronized, integrated, end-to-end process such that maintenance does not impact mission requirements.



No Surprises...No Wasted Motion...No Waiting

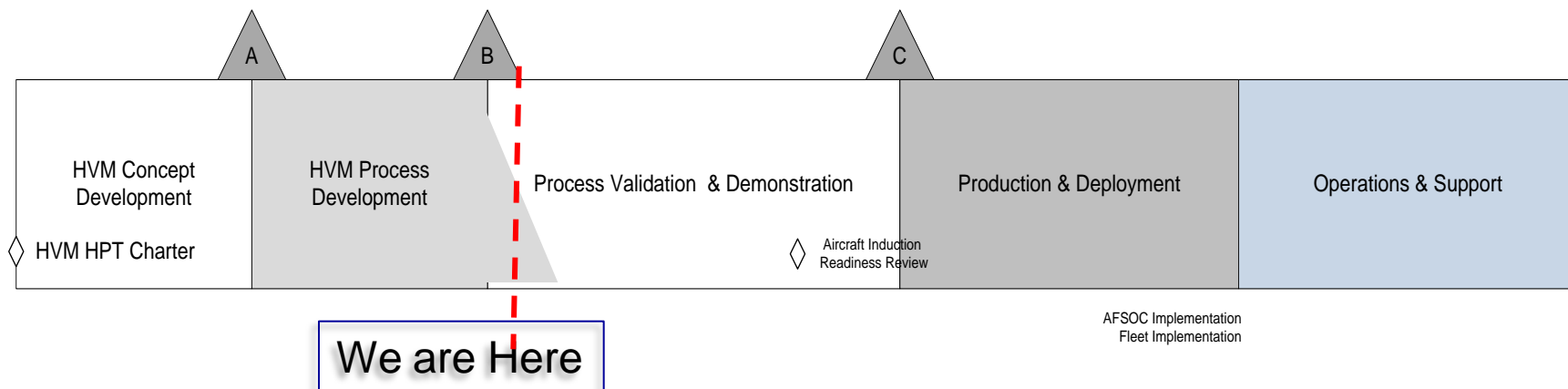




Current Status

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- 16 member cross functional team employed full time
- Key HVM Processes in detailed development
 - Establishing requirements...task by task
 - Detailed Daily Standard Work packages/workcards
 - Task kit development...BOM and kitting design
 - Product support on the hangar floor; facilities, tools, equipment
- Conducting **limited trials** prior to **full validation with aircraft**
 - Ramping up for prototype with acft in the midst of normal operations
- Transition planning effort is moving ahead and making progress





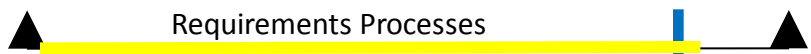
HPT High Level Timeline



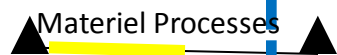
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Concept	Process Development	Validation	Deploy
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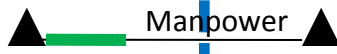
90%



50%



100%



15%

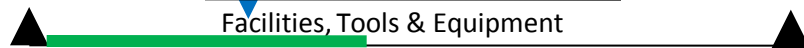
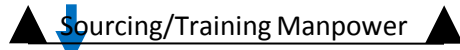
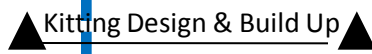
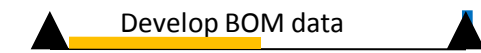
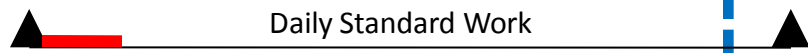


Product



75%

PROCESS



EXECUTION

People First...Mission Always

For Official Use Only



Recent Accomplishments

(Last 90 Days)



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- Accelerated development of detailed daily standard work packages
 - 4 cycles; detailed work plans; combines bill of material with work task
- Accomplished pre induction inspection process on a/c 64-562 (Duke AFB)
 - Simulates E & I process in advance of a/c induction
 - Identifies defects and allow advance planning and support activities to be accomplished
- Began limited validation of Maintenance Requirements and Supportability Review process with results for results from pre induction inspection
- Developed sourcing plan for 75% of parts required to support HVM fuselage inspection task



Next Steps ***(90-120 Days)***



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- MRSR Process exercised on 4 validation aircraft
 - Including pre-induction inspection & analysis
- Bills of Work completed for first 2 Cycles
 - Includes Daily Standard Work cards with integrated work steps and technical data
- Complete burn down plan on job routed to non-job routed items
- Supportability analysis completed with root cause analysis on parts required for PDM
- Kitting Process defined and sample kits designed & delivered
- Production facilities readied for validation aircraft
- Production team assigned and trained for validation aircraft
- Conduct 'toll gate' review
- Induct first process validation a/c



HVM Implementation Timeline



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- **Process Development (Spring 2009)**
 - Detailed development ongoing
 - Creating supporting data ongoing
- **Process Validation (Summer – Fall 2009)**
 - 2 Fuselage cycles
 - 2 Wing cycles
- **Production & Deployment - Pilot Program (Spring 2010)**
 - AFSOC C-130 aircraft 18-21 months post PDM
- **Production & Deployment (Spring 2011)**
 - Remaining C-130 fleet transitioned by MAJCOM



Path to Implementation



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- **Sequential Process**
- **Process validation essential before moving forward**
- **Air Force Culture must change- disciplined standard processes must be in place –no county options**
- **Utilized C-130 as building block– employee lessons learned to B-1 and F-16**
- **Lost sight of Key processes- Must re institute**
 - **Standard Work Kitting Schedule**



HVM



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Questions