

**BY ORDER OF THE SECRETARY  
OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 20-117**

**10 DECEMBER 2014**

**Logistics**



**REPAIR NETWORK INTEGRATION (RNI)**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**ACCESSIBILITY:** This instruction is available for download from the e-Publishing website at [www.e-Publishing.af.mil](http://www.e-Publishing.af.mil)

**RELEASABILITY:** There are no releasability restrictions on this publication

---

OPR: AF/A4LM

Certified by: AF/A4L,  
(Brig Gen Kathryn J. Johnson)

Supersedes: AFI 20-117, 8 March 2013

Pages: 18

---

This Air Force Instruction (AFI) provides direction relative to Air Force Policy Directive (AFPD) 20-1, *Integrated Life Cycle Management* and AFPD 21-1, *Air and Space Maintenance* as applicable to Repair Network Integration (RNI) for maintenance activity on aircraft and associated support equipment, commodities, and special tools (e.g., Test, Measurement, and Diagnostic Equipment (TMDE), Depot Level Repairables (DLRs), and Other Major End Items (OMEI)). It applies to all Major Commands (MAJCOMs) and the Air National Guard (ANG), along with their subordinates. For Air Force (AF) repair enterprise core management process details and procedures, refer to Air Force Manual (AFMAN) 20-118, *Repair Network Integration* (when published). This instruction takes precedence in the event of any conflicts between it and AFI 21-129, *Two Level Maintenance and Regional Repair of Air Force Weapon Systems and Equipment*. This instruction may be supplemented as described in AFI 33-360, *Publications and Forms Management*, but supplements must be provided to the Office of Primary (OPR) of this publication for review prior to publication. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. Refer recommended changes and questions about this publication to the OPR using the AF Form 847, *Recommendation for Change of Publication*. Route the AF Form 847 from the unit through the MAJCOM functional manager. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

**SUMMARY OF CHANGES**

This document has been substantially revised and must be completely reviewed. Major changes include removing the Enterprise Repair Manager (ERM) roles and realigning ERM duties under Air Force Materiel Command (AFMC)/CC and AFMC/A4.

**Chapter 1—PROGRAM GUIDANCE 3**

1.1. Scope. .... 3

1.2. General. .... 3

1.3. RNI Objectives. .... 3

1.4. Repair Network Exclusions. .... 3

1.5. Metrics. .... 4

1.6. RNI Core Team. .... 4

**Chapter 2—RESPONSIBILITIES 5**

2.1. Deputy Chief of Staff for Logistics, Installations and Mission Support (AF/A4) shall: .... 5

2.2. AFMC/CC is the lead for RNI implementation and shall: .... 5

2.3. AFMC/A4 shall: .... 5

2.4. RNI Core Team shall: .... 6

2.5. MAJCOMs/ANG shall: .... 6

2.6. PRMs shall: .... 7

2.7. RNMs shall: .... 8

2.8. NMs shall: .... 10

**Chapter 3—CORE MANAGEMENT PROCESSES 12**

3.1. General. .... 12

3.2. Strategic Processes. .... 12

3.3. Operational Processes. .... 13

**Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION 14**

## Chapter 1

### PROGRAM GUIDANCE

**1.1. Scope.** This publication provides responsibilities and direction for the implementation and management of an optimized Total Force (Regular Air Force (RegAF), Guard, and Reserve) Repair Network. The Repair Network will accomplish intermediate-level maintenance of aircraft and reparable assets required to fulfill operational needs outside the capability and/or capacity of the Mission Generation Network (MGN).

**1.2. General.** Repair Network Management is a process-focused effort designed to standardize work and reduce waste and costs of organizational and intermediate-level maintenance through comprehensive management at an AF Enterprise-level, with an ultimate goal of delivering optimized weapons system availability. Enterprise management examines the core processes that impact weapon system availability including product flow, funding, requirements, RNI capability and capacity (CAP2), and information technology. This concept provides a single process owner for the Air Force Repair Enterprise including planning, operations, and strategy. RNI management processes do not change or realign chain-of-command relationships, and repair nodes will continue to report through their chain-of-command.

**1.3. RNI Objectives.** RNI objectives are multi-faceted and include:

1.3.1. Transforming and sustaining maintenance management processes to establish a Repair Network that improves efficiency and responsiveness to warfighter requirements.

1.3.2. Managing the Repair Network to perform intermediate-level maintenance activities outside the capability and/or capacity of the MGN such as component repair, depot-level reparables (DLRs), and modifications.

1.3.3. Facilitating effective collaboration of repair management between distributed repair nodes in the Repair Network, including Centralized Repair Facilities (CRF), wing-level intermediate-level maintenance support shops, and contract maintenance sites.

1.3.4. Enhancing Repair Network management and providing improved feedback to the MGN through the utilization of integrated, bandwidth efficient, logistics information systems to ensure a seamless flow of logistics management and business data.

1.3.5. Incorporating Continuous Process Improvement (CPI) to seek out efficiency and effectiveness gains throughout the Repair Network.

1.3.6. Incorporating the Repair Network into the Supply Chain and improving the efficiency of Supply Chain Management processes supporting the MGN.

**1.4. Repair Network Exclusions.** RNI excludes the following activities/assets:

1.4.1. Maintenance activities on non-aircraft systems, non-aircraft support equipment, or non-aircraft communications equipment. Note: Precision Measurement Equipment Laboratories (PMEL) activities/assets are included in RNI.

1.4.2. Assets managed solely by Contract Logistics Support (CLS) contracts or Performance Based Agreements (PBA).

1.4.3. Allocation and distribution of serviceable assets.

**1.5. Metrics.** AFMC/A4 will design and publish network metrics for use as a diagnostic tool and to aid decision making. Metrics must:

1.5.1. Monitor network performance and evaluate effectiveness of intermediate-level maintenance in terms of schedule (Availability), quality (Performance), and cost (Affordability).

1.5.2. Provide information that facilitates identification of problems, solutions, benchmarks, changes for maintenance behavior, and goals for network operations.

1.5.3. Be included in the Manage Network Performance core management process detailed in AFMAN 20-118 (when published).

**1.6. RNI Core Team.** The RNI Core Team serves as the first level of RNI governance supporting the AF Enterprise Logistics Governance (ELG) structure.

1.6.1. Membership consists of AF/A4L, RNI Program Management Office (PMO), designated MAJCOM and ANG A4 staff members, Air Force Life Cycle Management Center (AFLCMC), and Air Force Sustainment Center (AFSC) functional representatives to support RNI implementation.

1.6.2. The Core Team is AFMC's and Air Staff's primary vehicle for executing strategic RNI responsibilities outlined in Chapter 2.

## Chapter 2

### RESPONSIBILITIES

#### **2.1. Deputy Chief of Staff for Logistics, Installations and Mission Support (AF/A4) shall:**

- 2.1.1. Provide direction/guidance for the development of core management processes and RNI policy.
- 2.1.2. Designate RNI Core Team Co-Chairs.

#### **2.2. AFMC/CC is the lead for RNI implementation and shall:**

- 2.2.1. Designate an AFMC OPR for implementation processes and procedures. **Note:** AFMC Director of Logistics (AFMC/A4) is designated OPR (see paragraph 2.3 for responsibilities).
- 2.2.2. Recommend Shaping and Sizing plans for approval through the Air Force Corporate Structure (AFCS) process.
- 2.2.3. Works with appropriate agencies (e.g., SAF/AQ) to ensure life cycle management planning for end items considers inclusion into the Repair Network.

#### **2.3. AFMC/A4 shall:**

- 2.3.1. Develop procedures for the implementation of the AF repair enterprise core management processes as defined in Chapter 3.
- 2.3.2. Plan and coordinate/collaborate with all MAJCOMs and ANG stakeholders concerning implementation of standard processes, reporting procedures, management plans, systems, training, and tools related to Repair Network Management.
- 2.3.3. Manage network scoping activities including deliverable expectations, schedule development, and schedule management.
- 2.3.4. Provide implementation oversight through project planning and execution, adjusting milestones, and resolving integration issues.
- 2.3.5. For enterprise decisions, vet actions/issues through the ELG.
- 2.3.6. Implement processes to assign Product Repair Managers (PRMs), Repair Network Managers (RNMs), and identify Repair Nodes within each network.
- 2.3.7. Aggregate and analyze Product Repair Group (PRG) CAP2 data.
- 2.3.8. Implement repair enterprise workload review process.
- 2.3.9. Formulate metrics in accordance with (IAW) para 1.5 and coordinate key metric standards with affected MAJCOMs.
- 2.3.10. Assist in implementing a standardized methodology for providing input to the repair requirements computation process, and review information being provided to requirements generator(s).

2.3.11. Analyze changes to AF strategies, plans, policies, requirements, or priorities to determine potential impact on RNI CAP2, and disseminate appropriate guidance to the PRMs.

2.3.12. Collect and maintain RNI CAP2 data for current and future commodity-based networks until a permanent PRM and RNM are assigned.

2.3.13. If recommendations developed during Annual Workload Allocation and Shaping and Sizing plans affect more than one appropriation, ensure collaboration with the Comptroller representative for each affected appropriation to ensure compliance with policy and law.

2.3.14. Standardize strategy across all networks and ensure decisions at one network do not adversely impact another.

2.3.15. Approve waivers for reporting RNI CAP2. **Note:** Waivers for the Maintenance Capability and Capacity Model must be submitted IAW AFI 21-101, *Aircraft and Equipment Maintenance Management*.

#### **2.4. RNI Core Team shall:**

2.4.1. Develop strategic network management policies and procedures.

2.4.2. Develop enterprise repair processes development.

2.4.3. Assess and refine network RNI CAP2.

2.4.4. Conduct CRF and supply chain management planning.

2.4.5. Facilitate, conduct, and/or support product repair Business Case Analysis (BCA) as necessary.

2.4.6. Provide financial analysis and programming.

2.4.7. Support and lead change management.

#### **2.5. MAJCOMs/ANG shall:**

2.5.1. Designate an RNI Core Team member to serve as the primary point of contact (POC) with authority to represent the MAJCOM/ANG in the development and continuous process improvement of RNI processes.

2.5.2. Provide representatives to RNI Integrated Process Teams (IPTs) and/or governance structures.

2.5.3. Ensure bases assign Node Managers (NMs), if applicable.

2.5.4. Collaborate with PRMs and RNMs to develop Shaping and Sizing and other optimization recommendations.

2.5.5. Collaborate with RNMs and NMs during workload allocation planning.

2.5.6. Monitor repair node production of agreed to repair workload.

2.5.7. Incorporate approved changes to the Planning, Programming, Budgeting, and Execution (PPB&E) process.

2.5.8. Ensure assignment of qualified workforce necessary to meet mission objectives.

2.5.9. Participate in the development, monitoring, and reporting of network performance metrics.

2.5.10. Execute recommendations approved through the core management processes IAW AFMAN 20-118 (when published).

2.5.11. Validate and approve required changes to equipment authorizations and request necessary changes to Allowance Standards driven by network management activities impacting MAJCOM/ANG organizations IAW AFI 23-101, *Air Force Materiel Management*, AFMAN 23-122, *Materiel Management Procedures*, and/or other equivalent Supply publications.

2.5.12. Ensure units comply with reporting RNI CAP2 data IAW AFMAN 20-118 (when published).

2.5.13. Ensure ongoing planning and programming changes to repair enterprise CAP2 support current and future AF mission objectives, including Unit Type Code (UTC)/surge requirements.

## **2.6. PRMs shall:**

2.6.1. Be at least an O-6/GS-15 within AFMC.

2.6.2. Work with MAJCOM/ANG staffs to resolve/elevate network management issues.

2.6.3. Present Shaping and Sizing recommendations through AFMC/A4. This responsibility requires the PRM to:

2.6.3.1. Consult with customers and suppliers (e.g., Department of Defense (DoD), Headquarters Air Force (HAF), MAJCOMs/ANG, Program Managers (PMs)) in developing Shaping and Sizing recommendations.

2.6.3.2. Implement the Shaping and Sizing process by reviewing and aggregating network Shaping and Sizing recommendations received from RNMs, and develop a product group level Shaping and Sizing plan for presentation/approval.

2.6.3.3. Seek economies-of-scale and efficiencies by utilizing arrangements such as intermediate level maintenance/repair centralization, PBAs, Public-Private Partnerships (PPP), inter-service and intra-service arrangements, Total Force Integration (TFI) Associations, and joint contracting maintenance support arrangements.

2.6.3.4. To meet known requirements, track execution of approved Shaping and Sizing and Workload Allocation Plans for assigned Repair Networks as defined in AFMAN 20-118 (when published).

2.6.4. Implement Performance Measurement plans that satisfy requirements across the entire Product Group.

2.6.4.1. Performance Measurement plans shall be coordinated through the applicable PMs, Lead and Using MAJCOMs/ANG, PRG customers and suppliers, RNMs, and NMs.

2.6.4.2. Performance Measurement plans shall, as a minimum, include production requirements, performance goals, metrics, and reporting requirements.

2.6.4.3. PRMs must monitor network performance, provide timely feedback to RNMs on network performance, and capture lessons learned during current year execution and incorporate into planning cycles.

2.6.5. Implement tracking requirements generated during the year of execution.

2.6.5.1. Ensure network production goals are adjusted to meet demand changes.

2.6.5.2. Distribute accurate and timely production information to all customers and suppliers.

2.6.6. Use RNI CAP2 data as a starting point to identify potential excess or shortage of capability and capacity.

2.6.6.1. Use authorizations from the Unit Manpower Document (UMD) when formulating formal force structure change recommendations.

2.6.6.2. Communicate to applicable stakeholders RNI CAP2 changes that impact a network's ability to perform as projected and required.

2.6.7. Implement an actionable annual workload plan that satisfies requirements across the PRG.

2.6.7.1. Ensure Funds Holder and the appropriate level of Financial Management (FM) review of this plan if it involves moving workloads between organizations that are funded with different appropriations. The purposes of appropriations will not be compromised.

2.6.7.2. Coordinate workload allocation/re-allocation across the PRG to ensure effective utilization of all group resources to meet production goals while also considering transportation costs or other unit costs.

2.6.7.3. Review Workload Allocation Plans developed by RNMs and MAJCOMs /ANG to ensure reallocation of workload within and across networks is seamless and does not negatively impact production.

2.6.8. Provide planning support/assistance to PRG and RNMs.

2.6.9. Participate in CPI activities and share results with the appropriate AFMC Center Commander and across the PRG.

2.6.10. Prior to execution of actions recommended by PRMs, RNMs, and NMs, ensure they are coordinated and approved using core management processes IAW AFMAN 20-118 (when published).

2.6.11. Review repair requirements and take action to mitigate issues.

2.6.12. Ensure RNMs establish standardized RNI CAP2 reporting criteria for their respective networks.

## **2.7. RNMs shall:**

2.7.1. Ensure repair network is integrated, synchronized, and is working efficiently with other segments of the supply chain.

2.7.2. Manage repair to respond to changing AF priorities.

- 2.7.3. Monitor implementation of approved plan for network Shaping and Sizing activities received from the PRM.
- 2.7.4. Monitor progress to ensure the network is balanced and operated at optimum efficiency.
- 2.7.5. Identify and communicate change recommendations to the PRM.
- 2.7.6. Implement approved changes to support network production goals.
- 2.7.7. Forecast Repair Network changes and their impacts to the AF Strategic Plan and Program Objective Memorandum (POM). Funds Holders shall only POM for their assets.
- 2.7.8. Create a performance measurement plan for the Repair Network.
- 2.7.8.1. Track metrics and/or develop local metrics based on the criteria/categories defined in paragraph 1.5.
  - 2.7.8.2. Ensure performance measures are correct and data accuracy is maintained.
  - 2.7.8.3. Report network performance status to MAJCOMs/ANG and PRMs.
  - 2.7.8.4. Assess network performance and develop recommended courses of action to resolve performance issues.
- 2.7.9. Track requirements generated during the execution year against forecasted requirements. Provide feedback to funds holders, MAJCOMs/ANG, PRMs and requirement developers (PMs, Product Group Managers (PGMs), Item Managers, etc.) on deviations which exceed agreed upon limits. Include requirement developers on repair activities that will impact future requirements.
- 2.7.10. Collect, update, and analyze RNI CAP2 data quarterly, as a minimum.
- 2.7.11. Create and implement annual workload plan IAW AFMAN 20-118 (when published) in collaboration with MAJCOMs/ANG.
- 2.7.11.1. Core management processes shall be used for recommending workload reallocation actions IAW AFMAN 20-118 (when published). Coordination and approval from the applicable A4, FM, and A8 must be achieved prior to execution.
  - 2.7.11.2. Air Reserve Component (ARC) assistance may be requested but not directed except as authorized IAW Title 10 and Title 32 and implementing guidance.
  - 2.7.11.3. Ensure all required agreements are in-place to support workload allocation/reallocation requirements.
  - 2.7.11.4. Adjust annual workload plan to ensure plan aligns with execution year requirements. Ensure required plan adjustments are coordinated through MAJCOMs/ANG and other customers and suppliers.
  - 2.7.11.5. Ensure workload plan addresses procedures to pass information on workload adjustments and issues impacting production to the PRM, NMs, and customers (including Defense Logistics Agency (DLA)).
- 2.7.12. Collaborate with DLA, PMs, Lead Commands, ANG, Air Force Reserve Command (AFRC), AFSC, and Field Operating Agencies (FOAs) to optimize repair cycle flow and ensure the appropriate level of repair is assigned to repairable assets.

2.7.13. Recommend changes to Uniform Source, Maintenance, and Recoverability (SMR) codes as necessary to maximize Repair Network CAP2.

2.7.13.1. RNMs must submit recommendation for SMR revisions IAW Chapter 4 of Technical Order (TO) 00-25-195, *Air Force Source, Maintenance, and Recoverability Coding of Air Force Weapons, System and Equipment*.

2.7.14. Participate in CPI activities and share results with PRM.

2.7.15. IAW AFI 21-118, *Improving Air and Space Equipment Reliability and Maintainability*, submit proposed agenda items to Product Improvement Working Groups impacted by commodities supported by the Repair Network.

2.7.16. In conjunction with the MAJCOMs/ANG, develop network Shaping and Sizing recommendations to be presented to the PRM as part of the Product Group Shaping and Sizing plan.

2.7.17. Elevate issues that cannot be resolved with MAJCOM/ANG representatives to the PRM.

2.7.18. Utilize performance measurement results to evaluate network performance and develop changes in operating behavior and environments that maximize network effectiveness.

2.7.19. Establish standardized RNI CAP2 reporting criteria for their respective network.

## **2.8. NMs shall:**

2.8.1. Ensure squadron/group/wing leadership is aware of all communication exchanges with MAJCOMs/ANG and RNMs with regard to RNI processes, RNI CAP2 data inputs, and workload allocation changes/plans. **(T-3)**.

2.8.1.1. Ensure activity level changes that drive environmental program impacts are coordinated through the Unit Environmental Coordinator (UEC) supporting the organizational commander. **(T-3)**.

2.8.2. Execute Workload Allocation and Shaping and Sizing actions defined in the plans coordinated through the governance structure, funded in compliance with AFCS decisions, and approved by the affected MAJCOMs, the AFRC, and the ANG. **(T-2)**.

2.8.3. Review proposed metrics to ensure accuracy and relevance to production requirements. Recommend changes through MAJCOM/ANG POC to RNM. **(T-2)**.

2.8.4. Manage Repair Node operations to support approved performance goals. **(T-2)**.

2.8.4.1. Communicate production deviations to RNM and chain-of-command providing mitigation strategy to address negative performance deviations. **(T-2)**.

2.8.5. Communicate technical requirement changes to RNM and engineering authority. **(T-2)**.

2.8.6. Collect Repair Node RNI CAP2 data IAW standardized criteria established by the RNM. Provide accurate CAP2 data updates to the RNM, on at least a quarterly basis, or more often if requested by the RNM. **(T-2)**.

2.8.7. Develop Production Plan to support Repair Network Workload Plan. Annually provide plan to RNM and when adjustments are made to reflect deviations in requirements. **(T-2).**

2.8.8. Participate in CPI activities and share results with RNM. **(T-2).**

## Chapter 3

### CORE MANAGEMENT PROCESSES

**3.1. General.** This chapter describes the Core Management Process (refer to AFMAN 20-118, when published, for detailed processes and procedures). The Repair Network shall use the eight strategic and operational core management processes to develop standard tools and repeatable processes for decision-making and network operation. These processes serve as the backbone of the Repair Network Management concept.

**3.2. Strategic Processes.** Strategic Processes have a cycle time of 13 months or more and include long-range planning activities performed by AFMC/A4 in collaboration with MAJCOM/ANG A4s. Strategic Planning activities will follow guidance in AFPD 90-11, *Strategic Planning System*, to include proper coordination with the Agile Combat Support (ACS) Core Function Lead (CFL) and other CFLs as necessary. The four network Management Strategic Processes include:

3.2.1. Strategic Planning. This aspect focuses on alignment of Repair Enterprise strategic goals and objectives with the AFCS, and CFL/MAJCOM/ANG Strategic Plans. Strategic planning shall provide strategic goals, guidance, and objectives to influence the Air Force and CFL/MAJCOM/ANG PPB&E process and acquisition programs to ensure a responsive, right-sized, Air Force Repair Enterprise that meets statutory requirements.

3.2.2. Programming and Financial Management. This focuses on leveraging appropriate budgeting processes and developing and/or describing future processes that support end-state repair network capabilities and conformance with regulatory and fiscal guidance. The scope includes all funding sources that finance operations of the repair network at all locations (organic and inter-service) and at all levels. It covers processes for all affected appropriations, including Military Personnel (MILPERS), Military Personnel Appropriation (MPA) Man-days, and transportation costs. Using the POM process and previously determined RNI goals and objectives from the ACS Core Function Support Plan (CFSP) as inputs for this step, AFMC/A4 is responsible for programming for RNI Infrastructure Planning goals and objectives (see AFMAN 20-118, when published). When a work request will be made to a different component, another Service, or an organization funded by a separate appropriation, steps must be taken to ensure that all labor and other costs are paid by the correct appropriation in order to avoid augmentation, deficiency issues, and purpose violations. AFI 65-601, Vol 1, *Budget Guidance and Procedures*, and DoD 7000.14-R, *Department of Defense Financial Management Regulation* (DoD FMR), should be referenced, and a legal review conducted, if necessary. Prior to implementation of any action involving the ANG, consolidation reporting of 2009 National Defense Authorization Act (NDAA) requirements with supporting analysis, studies, financial assessments, and legal reviews must be considered.

3.2.3. Shape and Size Network. The goal of this core management process is to right-size the Air Force repair enterprise based on appropriate business cost comparisons, risk analysis, and war requirements. The repair enterprise shall ensure the Air Force maintains the optimal amount of daily and peak repair CAP2 to meet current and future needs of the Air Force,

joint, foreign, and civilian partners. MAJCOM/ANG collaboration is required during the development of recommendations to ensure compliance with applicable instructions.

3.2.4. Workforce and Infrastructure Planning. The goal of workforce and infrastructure planning is to evaluate current workforce and infrastructure availability against repair requirements and develop/redesign strategic workforce and infrastructure requirements for enterprise repair. The output will be long-range workforce and infrastructure plans that satisfy repair enterprise Shaping and Sizing recommendations. This process should be conducted in parallel with Programming and Financial Management. Strategic workforce plans must be coordinated with appropriate MAJCOM A1 offices to ensure adherence/consideration to manpower policy and appropriate UMD updates are completed.

**3.3. Operational Processes.** Operational processes have a cycle time of 12 months or less, and can be measured in intervals as short as weeks or days. These processes are short-range, execution-year activities performed by the RNM and NM in collaboration with network stakeholders. The four operational processes include:

3.3.1. Aggregate & Prioritize Requirements. The RNM will receive repair requirements from the applicable system of record/data storage (e.g., Automated Budget Control System, D200A Requirements Determination System, and/or Integrated Maintenance Data System/GO81).

3.3.2. Compute RNI CAP2. This process provides the ability to baseline node CAP2 and aggregate all node data to determine network RNI CAP2. NMs are responsible for establishing baseline CAP2 data and providing updates as required by the RNM.

3.3.3. Plan and Allocate Workload. This core process converts validated repair requirements into maintenance workload and allocates it across the Repair Network. This process allows for workload allocation in the execution year and re-planning work based on changing requirements throughout the year. Requirements and RNI CAP2 data are validated and workload is appropriately allocated to repair nodes based on node RNI CAP2. The annual workload plan, coordinated through the governance structure and approved by each affected MAJCOM/ANG, is provided to the repair nodes for production planning. Funds holder and the appropriate level of FM coordination are required when plans include moving workload between appropriations. When a work request will be made to a different component, another Service, or an organization funded by a separate appropriation, steps must be taken to ensure that all labor and other costs are paid by the correct appropriation in order to avoid augmentation, deficiency issues and purpose violations. AFMAN 20-118 (when published), AFI 65-601, and DoD FMR should be referenced and a legal review conducted if necessary.

3.3.4. Manage Network Performance. This core process provides managers the ability to monitor repair support via tracking node, network, product group, and enterprise output performance. The goal of this process is to ensure availability, affordability, and performance of repair activities.

JUDITH A. FEDDER, Lieutenant General, USAF  
DCS/Logistics, Installations & Mission Support

## Attachment 1

### GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

#### ***References***

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 26 July 10, Change 1, 16 Aug 11

AFI 21-118, *Improving Air and Space Equipment Reliability and Maintainability*, 2 Oct 03

AFI 21-129, *Two Level Maintenance and Regional Repair of Air Force Weapon Systems and Equipment*, 1 May 98

AFI 23-101, *Air Force Materiel Management*, 8 Aug 13

AFMAN 23-122, *Materiel Management Procedures*, 8 Aug 13

AFI 33-360, *Publications and Forms Management*, 25 Sep 13

AFMAN 33-363, *Management of Records*, 1 Mar 08

AFI 65-601V1, *Budget Guidance and Procedures*, 16 Aug 12

AFMAN 20-118, *Repair Network Integration* (when published)

AFPD 20-1, *Integrated Life Cycle Management*, 3 Jul 12

AFPD 21-1, *Air and Space Maintenance*, 25 Feb 03

AFPD 90-11, *Strategic Planning System*, 26 Mar 09

DoD 7000.14-R, *Department of Defense Financial Management Regulation (DoD FMR)*

NDAA Pub L 110-417, *National Defense Authorization Act for Fiscal Year 2009*, 14 Oct 08

TO 00-25-195, *AF Technical Order System Source, Maintenance and Recoverability Coding of Air Force Weapons Systems, and Equipment*, 1 Oct 12

#### ***Prescribed Forms***

*None*

#### ***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*, 22 Sep 09

#### ***Abbreviations and Acronyms***

**ACS**—Agile Combat Support

**AFCS**—Air Force Corporate Structure

**AF**—Air Force

**AFI**—Air Force Instruction

**AFLCMC**—Air Force Life Cycle Management Center

**AFMAN**—Air Force Manual

**AFMC**—Air Force Materiel Command

**AFPD**—Air Force Policy Directive  
**AFRC**—Air Force Reserve Command  
**AFRIMS**—Air Force Records Information Management System  
**AFSC**—Air Force Sustainment Center  
**ANG**—Air National Guard  
**ARC**—Air Reserve Component  
**BCA**—Business Case Analysis  
**CFL**—Core Function Lead  
**CFSP**—Core Functional Support Plan  
**CLS**—Contract Logistics Support  
**CPI**—Continuous Process Improvement  
**CRF**—Centralized Repair Facility  
**CSAF**—Chief of Staff of the Air Force  
**DLA**—Defense Logistics Agency  
**DLR**—Depot Level Repairable  
**DoD**—Department of Defense  
**DoD FMR**—Department of Defense Financial Management Regulation  
**ELG**—Enterprise Logistics Governance  
**ERM**—Enterprise Repair Manager  
**FOA**—Field Operating Agency  
**FM**—Financial Management  
**HAF**—Headquarters Air Force  
**IAW**—In Accordance With  
**IPT**—Integrated Process Team  
**MAJCOM**—Major Command  
**MGN**—Mission Generation Network  
**MILPERS**—Military Personnel  
**MPA**—Military Personnel Appropriation  
**NDAA**—National Defense Authorization Act  
**NM**—Node Manager  
**O&M**—Operations and Maintenance  
**OMEI**—Other Major End Items

**OPR**—Office of Primary Responsibility  
**PBA**—Performance Based Agreements  
**PGM**—Product Group Manager  
**PM**—Program Manager  
**PMEL**—Precision Measurement Equipment Laboratory  
**PMO**—Program Management Office  
**POC**—Point of Contact  
**POM**—Program Objective Memorandum  
**PPB&E**—Planning, Programming, Budgeting, and Execution  
**PPP**—Public-Private Partnerships  
**PRG**—Product Repair Group  
**PRM**—Product Repair Manager  
**RDS**—Records Disposition Schedule  
**RegAF**—Regular Air Force  
**RN**—Repair Network  
**RNI**—Repair Network Integration  
**RNI CAP2**—Repair Network Integration Capability and Capacity  
**RNM**—Repair Network Manager  
**SecAF**—Secretary of the Air Force  
**SCF**—Service Core Functions  
**SMR**—Source, Maintenance, and Recoverability  
**TFI**—Total Force Integration  
**TMDE**—Test, Measurement, and Diagnostic Equipment  
**TO**—Technical Order  
**UEC**—Unit Environmental Coordinator  
**UMD**—Unit Manpower Document  
**USAF**—United States Air Force  
**UTC**—Unit Type Code

### *Terms*

**Air Force Repair Enterprise**—An aggregate collection of all PRG required to support weapons systems, engines, sets of commodities, and/or Other Major End Items (OMEI).

**Core Function Lead (CFL)**—Secretary of the Air Force (SecAF)/CSAF-designated leaders who serve as the principal subject matter experts for their assigned Service Core Functions

(SCFs) and the corresponding Core Functional Support Plans (CFSPs). CFLs guide SCF processes and all SCF-related investment priorities in collaboration with all key stakeholders across the Air Force, including MAJCOMs, the ARC, and functional authorities. CFLs have tasking authority regarding SCF planning and programming issues to identify enabling capabilities in other SCFs, joint forces, civilian, government and non-government organizations, and allied/partner nations. CFLs will provide a prioritized SCF for HAF planning and programming. The full range of CFL duties and responsibilities will be published in an update to AFPD 10-9. *Lead Command Designation and Responsibilities for Weapon Systems*.

**Enterprise Logistics Governance (ELG)**—The ELG structure provides a governance venue for the logistics enterprise. It assists in developing logistics strategy, as well as providing governance for enterprise logistics issues, transformation efforts, and continuous process improvement of enterprise logistics processes. While the ELG is a decision making body, it does not alter the statutory, functional, or program execution authorities of its members.

**Mission Generation Network (MGN)**—The MGN supports all organizational-level, on-equipment maintenance, and is optimized at the wing-level across the United States Air Force (USAF).

**Node Manager (NM)**—The NM oversees and manages all shop activities pertaining to a specific Repair Node. The objective of the NM is the execution of activities required to produce a quality product on time and at cost.

**Product Repair Group (PRG)**—A PRG is a collection of repair networks required to ensure weapon system availability targets are met and to support specific groups of weapons systems, engines, sets of commodities, and/or Other Major End Items (OMEI). The primary focus is strategic oversight and management of all repair networks in the group to ensure competing priorities are balanced with weapon system availability objectives.

**Product Repair Manager (PRM)**—The PRM oversees and manages the entire collection of networks with a specific product group.

**Repair Network (RN)**—The RN provides centralized management of repair with an enterprise level management perspective. The RN focuses on Intermediate and Depot- level Maintenance activities, as outlined in policy and technical data, exceeding the capability of the MGN such as component inspection/repair, modification, and battle damage repair. The RN is composed of globally distributed repair nodes to enable rapid and flexible response to meet the demands of the sortie production efforts of the MGN and ensure an effective and timely response to mobilizations, national defense contingencies, and other emergency requirements.

**Repair Network Integration (RNI)**—CSAF initiative to develop an enterprise-wide repair capability managed by a single process owner providing integrated support to the warfighter. The end goals of RNI are to enable rational management of the entire repair infrastructure; improve investment decision making; rationally allocate manpower for the repair network; develop standardized and repeatable management processes; and lower total system costs while increasing maintenance's ability to respond to changing Air Force requirements with greater agility and effectiveness.

**Repair Network Manager (RNM)**—Oversees and manages a collection of network Nodes within a specific product group.

**Repair Node**—The Repair Node is an individual organizational unit within repair network(s). The Repair Node is the function (e.g., Flight, Centralized Repair Facility (CRF), shop, etc.) that provides production capability and capacity (CAP2) to meet network goals.

**Total Force**—The US Air Force organizations, units, and individuals that provide the capabilities to support the Department of Defense in implementing the national security strategy. Total Force includes Regular Air Force, Air National Guard of the United States, and Air Force Reserve personnel, US Air Force civilian personnel (including foreign national direct and indirect-hire, as well as non-appropriated fund employees), contractor staff, and host-nation support personnel. Appropriation integrity must still be adhered to under the Total Force construct.