



**RE21**

## Repair Enterprise 21

*“Establish an enterprise-wide repair capability managed within a single supply chain that provides optimum support to the warfighter.”*

### **FACT SHEET**

#### **What are RE21 and CIRF?**

As the United States Air Force (USAF) transitions from a garrison-based force to an expeditionary aerospace force, logisticians have been tasked to develop agile combat support concepts that will enhance our current and future warfighting capability. RE21 is essential to accomplishing this undertaking. RE21 is a lean logistics initiative and an integral part of the Global Logistics Support Center (GLSC) concept of providing global logistics support to the Air Force. An evolution of the Air Force's Centralized Intermediate Repair Facility (CIRF) concept, RE21 takes the CIRF concept of leveraging information technology to provide a common operating picture with total asset visibility, a step further. RE21 leverages global visibility of all repair assets, centralized funds management, strategic sourcing, and partnerships with industry to provide the Air Force highly technical logistical support of equipment spares. RE21 accomplishes this by using GLSC global logistics command and control (C2) network that ensures all data collected is immediately captured and available for use in a central database. RE21 will provide oversight throughout the entire end-to-end repair processes to give everyone the ability to make timely and informed decisions and better plan base priorities. Its overriding objective is to establish an enterprise wide single repair network supporting the entire Air Force supply chain and providing optimum support to the warfighter through the GLSC.

CIRFs facilitate the RE21 objective and are fundamental in supporting Air Force 2020 vision goals to rapidly configure support, deploy quickly, employ immediately, with a seamless transition to sustained operations while maintaining Major Theatre War (MTW) readiness. CIRFs are wing-level maintenance facilities that provide intermediate-level maintenance repair support for multiple USAF units within a theater of operations. CIRFs replace the current decentralized intermediate maintenance concept in which wing-level units perform all intermediate-level maintenance for both home-stationed and deployed aircraft.

During Operation ALLIED FORCE, the USAF employed CIRFs to leverage existing intermediate repair capabilities to meet mission requirements.



The CIRF concept will provide regional intermediate level repair for both Class VII and IX type reparable to include avionics, LANTIRN Navigation & Targeting pods, and the F100, F110, and TF34 engines. **CIRFs do not compete with depot maintenance.** AF CIRFs are not shifting the workload to or away from depots; they simply provide regional intermediate repair support across the spectrum of conflict, from peacetime through contingency to Major Theater War.

Use of CIRFs is scenario dependent. Every support situation varies depending on a wide range of factors ranging from asset distribution, unit locations, and number of available personnel projected operational requirements etc. Decisions to implement CIRF operations require that logisticians analyze each situation and determine the best support option. Theater commanders may choose to either augment an existing CIRF (e.g. F110 shop at Spangdahlem during OIF) or build a new one in the Warfighting Theater (e.g. a LANTIRN CIRF was stood up at Al Udeid during OIF). Scalable modular Unit Type Codes (UTC) are essential to provide these augmentation or up bare base capability options for combatant commanders.

CIRFs, by nature, will drive the USAF to a very transportation centric logistics system. This system demands dedicated transportation and new rules to ensure correct prioritization of cargo. It will require centralization of many transportation management

functions and consolidation of transportation funding. Additionally, unit ownership of engines and pods will no longer be a consideration for CIRF supported operations. Pooling of end items and the sharing of resources among MAJCOMs will significantly improve Customer Wait Time and the CIRF's ability to meet a global distribution requirement. Conceptually, this means there are end item spare lines at the forward operating locations that are backfilled from spares assets at the CIRF. This approach enables us to seamlessly reach back and pull spares from anywhere in the inventory to meet operational requirements. The ultimate end goal should make all the repair cycle transactions transparent to the maintainers. Maintenance personnel should be divorced from funding and supply issues, so they can focus their efforts on repair activities and training.

### **Command and Control (C2)**

A robust command and control organization is critical to the successful implementation of the logistics RE21 concept. The GLSC is envisioned to control CIRF activities. The GLSC will provide a global common operating picture for total asset visibility. The organization should:

- Transition logistics support seamlessly from peacetime to wartime.
- Provide a decision authority for CIRFs.
- Integrate Maintenance, Supply, and Transportation processes into one organization.
- Provide a common operational picture across the entire USAF supply chain.

Prior to a unit deploying, the GLSC will negotiate with supported MAJCOMs the maintenance to be accomplished to ensure support can be guaranteed. In addition, the GLSC will provide the ability to analyze CIRF infrastructure, current manpower support, and support equipment capability.

***“With advanced integrated aerospace capabilities, networked into a system of systems, we’ll provide the ability to find, fix, assess, track, target, and engage, anything of military significance, anywhere.” – AF Vision 2020***

Asset visibility is the critical element to the success of the CIRF concept, and integrated information will enable the GLSC to provide a common operating picture of assets moving to and from the CIRF. Previous experience has shown that the lack of visibility forces units to make assumptions and/or implement processes that run counter to the concepts of agile combat support and lean logistics. Several Air Force data systems are needed to provide total asset visibility. In the future, a single web based data system will tie all the legacy data systems (SBSS, CAMS, CMOS, GTN, etc.) together to enable user visibility and control over the entire supply chain.

The CIRF concept requires the GLSC to be the decision-maker regarding repair induction and distribution among the units supported by the CIRF. ACC/LSC is leading a collaborative group in making similar repair induction and distribution decisions using the Weapon System Management Information System-Supportability, Analysis, and Visibility (WSMIS-SAV). WSMIS-SAV is an example of an Air Force data system moving toward integrated information. Visibility of the asset and its requirements are retrieved through several interfaces with retail and wholesale systems to provide a global common operating picture. The CIRF concept will require similar supply chain visibility to induct and repair the asset with the greatest customer demand first.

### ***How can I learn more about RE21 and CIRF?***

For more information, we invite you to visit our website at: <https://www.my.af.mil>

AF Home > AF Transformation Initiatives > eLog21

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