DCN 6241

22 July 2005

Inquiry Response

Re: BI-0145 (CT-0585)

Requester: Art Beauchamp, Senior Analyst BRAC, Air Force Team

Question: One of the key rationales the Air Force has stated for consolidating the B-1 bomber fleet is "achieving operational efficiencies" (ref: AF Analysis and Recommendations Vol V, Page 169").

From a logistics supportability perspective, how will B-1 parts/spares availability rates improve under a consolidation? We request empirical data, or an analysis that shows, or at least estimates the degree to which B-1 spares parts/spares supportability improves under a consolidation.

Answer: The combination of the B-1s at one installation will result in a minimal 1 to 2 percent increase in Mission Capable (MC) rate. The initial savings will be $700K...$500K in stock and $200K in repair avoidance. After the merger of the B-1s, there will also be a one-time savings in the budget computation cycle of $11.6M...$9.3M in reduced buy requirements and $2.3M in repair avoidance. In order to determine the consumable MICAPS avoided, the number of lateral supports shipments of consumable items between the two bases were considered. Each shipment should be satisfying a MICAP condition. If it were assumed that the consumable would have been present at Dyess if the bases were combined, then the MICAP would have been avoided. ACC records indicated that there were 96 shipments of consumable items between the two bases from 1 Jun 04 to 30 Jun 05, which breaks down to 7.4 MICAPs avoided each month. Using the above referenced study, this results in an increase of less than 1% in mission capable aircraft. This figure did not change the overall MC rate. But preventing 7.4 MICAPs a month is a tangible improvement. Three other items not discussed earlier involve test equipment, parts and experienced manpower. The B-1B Automatic Test Equipment (ATE) will be concentrated in one location. This will decrease the number of Line Replaceable Units (LRUs) awaiting maintenance, allow for simultaneous batching on the ATE and place more useful LRUs in the system. Finally, parts will be needed for the same number of aircraft but now they will be concentrated in one place, reducing delivery times and eliminating the need to decide which base gets priority for any given part.

Approved

DAVID L. JOHANSEN, Lt Col, USAF
Chief, Base Realignment and Closure Division