Air Force
Global Logistics Support Center (AFGLSC)

Chief, Depot Supply Chain Manager

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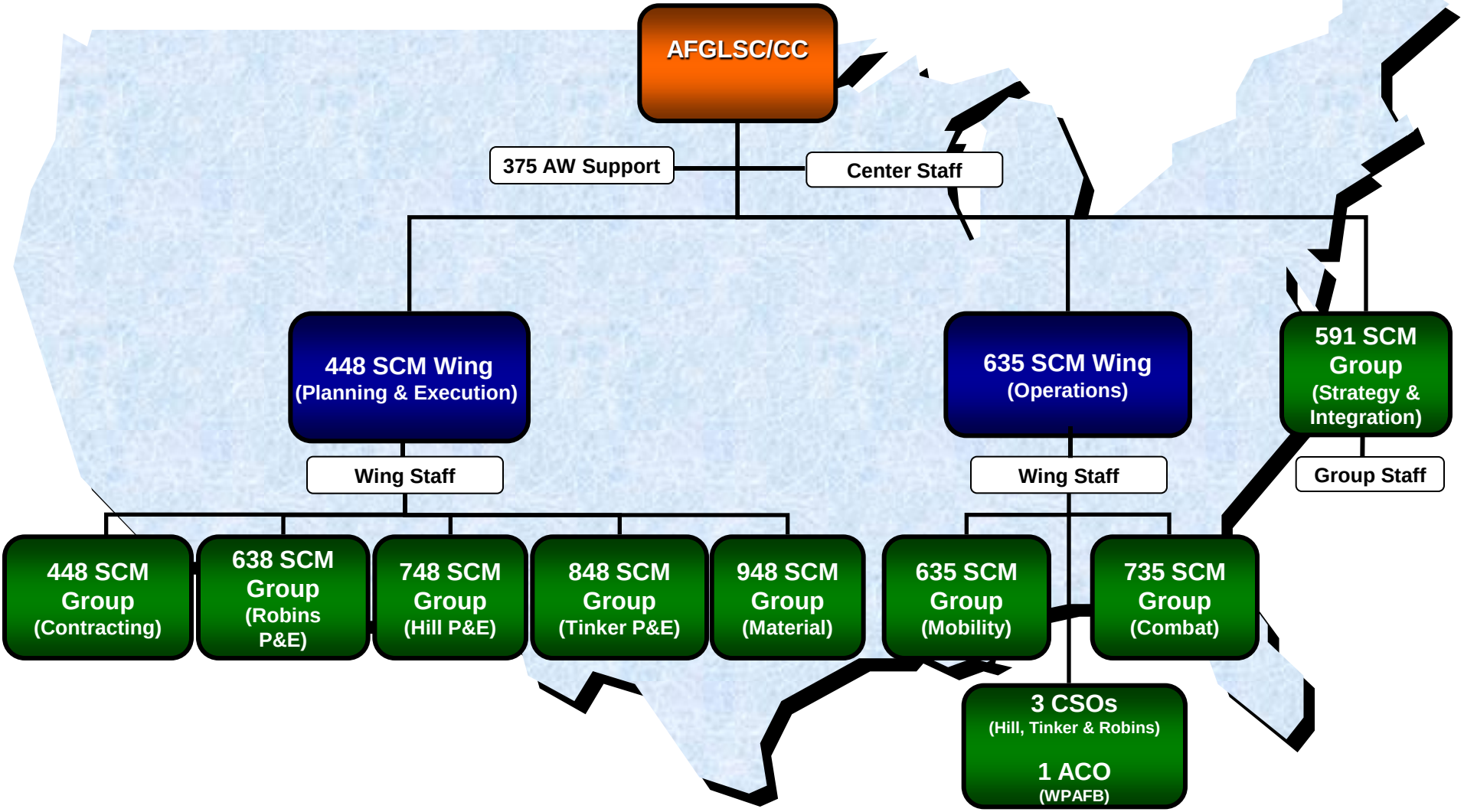
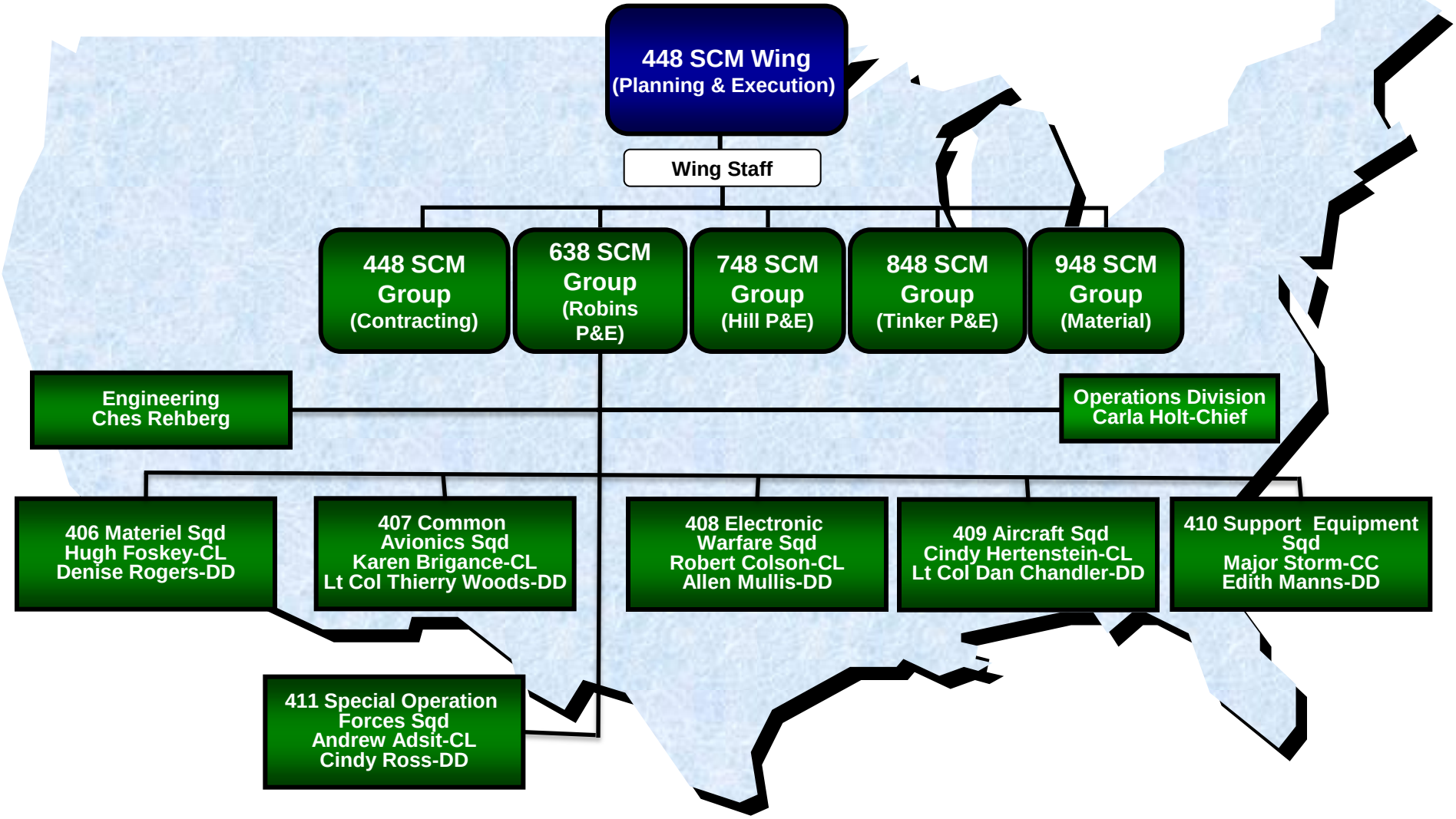
Depot Supply Chain Manager (DSCM)

- AFGLSC Look
- Today's Environment
- DSCM Duty Description and Objectives
- Current DSCM Situation
- DSCM Opportunities
- Challenges
- Bottom Line

AFGLSC Organization Structure

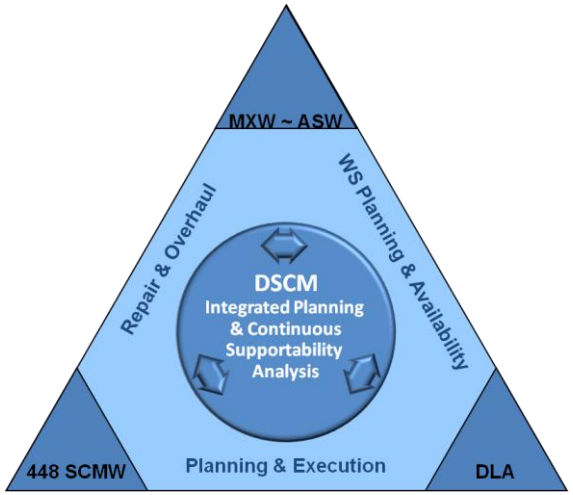


638th Supply Chain Management Group (638 SCMG)



DSCM Overview

DSCM Team

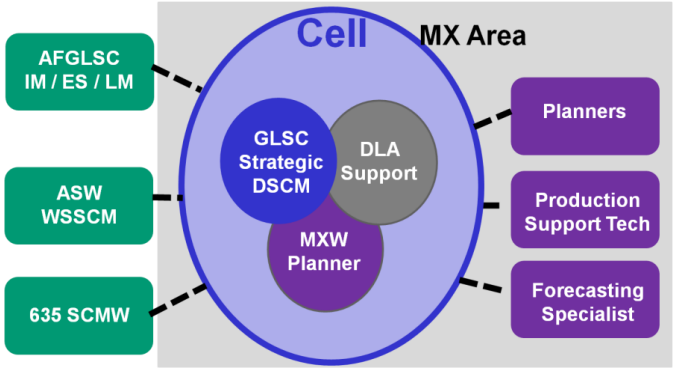


Goals

- Improve parts supportability to Depot MX

Accomplishments

- GLSC/ DLA established DSCM Cell pilots
- Established Commodities DSCM Process and 2 CMXG pilots executing commodities process
- Implemented enterprise DSCM-AT Tool – supportability analysis tool for commodities
- GLSC Aircraft DSCM personnel in place
- Formed Aircraft DSCM Team to develop Aircraft DSCM process
- Developed Initial Aircraft DSCM Process



- 5 Commodities Pilot Cells
  - 309th – Landing Gear; 402nd – CMXG, EMXG; 76th – CMXG, PMXG
- 4 Aircraft Pilot Cells –
  - 309th – A-10; 402nd – C-5, C-130 , F-15; 76th – KC-135, B-52, B-1

AFGLSC-DLA Supply Support
Today's Environment at ALCs

- **Operational Setting**
  - **Aging Aircraft, Increased workload, Increased Ramp Flow**
  - **50-50 Concerns, accelerated hiring, high experience turnover & lack of training**
  - **Organizational changes**
  - **Centralization of Duties**
- **Multi-Programmed Depot Maintenance (PDM) process**
  - **LEAN, TOC (Concerto), G097 (PDMSS), Daily Standard Work/Job Sequencing Tool, High Velocity Maintenance (HVM), MSG-3**
  - **Focus – *Reduce flow days, Improve quality, and Reduce costs***
- **Production processes placing a greater need for parts to be Just-In-Time**
  - **Lean uses a pull inventory system vs. push system**
  - **Theory of Constraint (TOC) does not allow build up until 80% of parts are on-hand**
  - **G097 requires parts be delivered based on schedule**
  - **MSG-3 & HVM needs parts on-hand prior to A/C arrival (MRSP Team)**
- ***Collaborative Demand Planning with all sources of supply within the Supply Chain is critical***

Challenge:
Parts on the floor to support Aircraft Production

- **Parts not readily on-hand to support mechanic in PDM**
  - **Transition issues associated with BRAC**
  - **A/C BOMs not used to forecast requirements or properly maintained**
    - **Aircraft Production Squadrons do not know what they need, at what quantities at the proper time of the job sequence**
    - **Correct quantities are not ordered lead time away**
    - **Insufficient follow up to ensure proper parts are on order**
    - **MICAP Data is unreliable**
  - **Lack of supply discipline in MX**

- **Impacts**
  - **Parts not on-hand to support Aircraft PDM**
  - **Schedule/Flow days delays**
  - **Firefighting the norm, reactive parts chasing**
  - **Intensive mgt actions required (ROBs, CANNs, MICAPs, etc….)**

Bottom line: Cost impact; Sub-optimized War-Fighter Support

Depot Supply Chain Manager (DSCM)

PURPOSE: ***Increase Parts Supportability/Availability within Depot Maintenance***

- Provide parts support to depot maintenance for both DLA and GLSC managed parts

- The Depot Supply Chain Manager (DSCM) concept improves planning processes and activities to capture all requirements and conduct supportability analysis to minimize stock outages and impacts to maintenance schedule and performance

- Preplanning, Forecasting through proper Demand Forecasting is THE KEY

Depot Supply Chain Manager (DSCM)

•Sub optimized planning, follow-up, and supportability analysis contributes to parts shortages leading to interrupted output schedules, increased Awaiting Parts (AWP) inventory, and increased MICAP hours

•Intangible impacts are inefficient use of labor from both ends of the spectrum; mechanics standing around waiting on parts and the multiple personnel from several organizations “chasing parts” when stock outages occur

•The DSCM address processes, functions, and organizations affecting parts supportability of aircraft maintenance and commodity activities

Depot Supply Chain Manager (DSCM)

- Analyze, identify and enhance the end-to-end supply chain processes ; Identify and improve the broad and complex Depot Maintenance planning processes that identify supportability issues

- Identify integration and coordination challenges; provide repeatable solutions

SUMMARY:

The DSCM is the catalyst to coordinate and enhance Depot Maintenance Supportability and the DSCM leverages all DEPOT RESOURCES

Current Situation

- DCSMs engaged at the tactical level vice strategic
- MXW mistrust and lack of confidence with supply support
- MXW lack of complete understanding of supply procedures
- MXW, AFGLSC, DLA and ASD roles and responsibilities are not synchronized
- Forward Logistics Support (FLS) training lacking in MXW causing stunted support
- Inadequate forecasting being accomplished by MXW, AFGLSC, and ASD
- Requirements definition process a challenge

DSCM Opportunities

- Integrate supply knowledge, support and discipline to MXW
- Assist MXW in developing FLS training
- Conduct supportability reviews 1-2 years out
- Capture unrecorded demands from MXW and requirements from ASD
  - Local Man, Local Purchase, 107's, 202's, TCTOs etc.
- Deploy Tenets of HVM
  - MRSP (Material Requirements Supportability Process)
  - Parts Kitting
  - Pre-Induction Inspections
  - etc.

Bottom Line

- Process Refinement and Integration
  - Build GLSC, DLA, ASD and MXW TEAM
  - Build Strategic DSCM Team
- MXW Supply Education and Training for Supply Discipline
- Coordination
- Collaboration
- **Build TRUST among ALL Entities**

QUESTIONS