BY ORDER OF THE COMMANDER
AIR FORCE MATERIEL COMMAND

AIR FORCE MATERIEL COMMAND
INSTRUCTION 23-205

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Material Management

PLANNING FOR DLA-MANAGED CONSUMABLES (PDMC)

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(Col John G. Waggoner)

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This instruction implements AFPD 23-1, *Materiel Management.* This instruction provides procedures for the demand and supply planning and forecasting of Defense Logistics Agency (DLA)-managed consumables. It applies to the Air Force Global Logistics Support Center (AFGLSC) and Air Logistics Centers (ALC). Specifically, all organic AF requirements, including field requirements, will be transmitted to DLA via Demand Data Exchange (DDE). This AFMCI may be supplemented at any level, but all supplements must be routed to the Office of Primary Responsibility (OPR) for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the OPR using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **http://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. This publication does not apply to the Air Force Reserve Command (AFRC) and the Air National Guard (ANG). Deviations and waivers require OPR approval of this publication prior to implementation. See **Attachment 1** for a glossary of references and supporting information.

Chapter 1

PLANNING OF DLA-MANAGED CONSUMABLE

1.1. Overview. Planning for DLA-Managed Consumables (PDMC) is the strategic planning process the Air Force (AF) employs to proactively notify DLA when there is a significant change in the future requirements for a DLA-managed consumable item. The PDMC process is not intended to resolve short term supportability issues. The PDMC process develops and provides item, location, and date specific future requirements to DLA for consumable items that the AF anticipates requisitioning. This process covers DLA-managed consumable item demand across organic[1] AF locations including the depots and field bases. The AF participates with DLA in their Customer Collaboration (CC) process using DDE. DDE is the method by which AF requirements are passed electronically to DLA's Enterprise Business Solution (EBS). The AF's DDE/CC requirements represent the AF's supply plan for that National Item Identification Number (NIIN) for the AF Department of Defense Activity Address Codes (DoDAAC). The quantity documented in the DDE represents the anticipated quantity that will be requisitioned by the AF at that respective DoDAAC during the month represented. The goal of DDE and web-based CC is to improve DLA support to the AF Enterprise by improving collaborative demand plan accuracy/percent forecast error (DPA/PFE) and improving supply responsiveness. This process improves customer-supplier relations by implementing a well documented and mutually agreed upon CC process with clearly defined roles and responsibilities as defined in the body of this instruction. In addition, this process improves parts support and manpower efficiency by optimizing Department of Defense (DoD) supply chain resources through collaborative planning, feedback, and Continuous Process Improvement (CPI). In the future, this process will be automated by the AF's Enterprise Resource Planning (ERP) system, which will forecast at the independent demand level and expand requirements through Bill of Materials (BOMs) to generate dependent demand. This instruction details the AF's interim state, which is supported by manual requirements calculations and existing Information Technology (IT) systems Repairability Forecast Model-Integrated System (RFM-IS) to enable the process until Expeditionary Combat Support System (ECSS) is implemented. The partnering agreement with DLA for the coordination, execution and reporting of the PDMC activity is outlined in the AF and DLA Performance Based Agreement (PBA). The AF PBA and associated Annexes can be located at the following site: **https://headquarters.dla.mil/DLA_Customer/Operations/PBAs.aspx#AirForcePBA**

1.2. Program Goal. Improve materiel availability of DLA-managed consumables across the AF enterprise at the time of need.

1.3. Program Objectives.

1.3.1. Reduce AF stock outs through improved DLA demand and supply plans.

1.3.2. Reduce DLA forecast error.

1.4. Program Scope. Plan for DLA-managed Class of Supply IX consumable item sustainment demand for AF base level, depot, Aerospace Maintenance and Regeneration Group (AMARG),

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Contractors under contractor furnished materiels (CFM) will be responsible for collaboratively forecasting requirements with their suppliers.

contractor if under government furnished material (GFM), Depot Maintenance Inter-Service Agreement (DMISA) customers, and Public-Private Partnerships (PPP) as applicable.

Chapter 2

PROCESS

2.1. Process Overview. The AF and DLA optimize DoD supply chain resources by coordinating their planning efforts.

2.1.1. DLA forecasts using mathematical techniques that are based on historic data and assumes that past order rates from their customers will reflect their future ordering rates (reactive planning).

2.1.1.1. DLA employs four basic sustainment strategies for supplying the consumables they manage.

2.1.1.1.1. Forecastable/Stockable items: DLA develops a forecast based on historic demand and develops a Time Phased Inventory Plan (TPIP) to support the plan (Example: medium – higher demand volume, AAC "D").

2.1.1.1.2. Non-forecastable/stockable items: DLA does not forecast future demand but plans minimum safety stock levels and maximum on hand levels based on two years demand history (Example: insurance/ Numerical Stockage Objective (NSO) items, AAC "Z").

2.1.1.1.3. Non-stocked items: DLA does not forecast and does not stock. DLA initiates procurement only after receipt of a requisition (Example: AAC "J").

2.1.1.1.4. Forecastable/Non-Stockable items: DLA develops a forecast based on historic demand (if it exists) but does not develop a Time Phased Inventory Plan (TPIP) to support the forecast because the supply planning function is managed under a government contract by a contractor. These items are shipped direct to the customer by the contractor only after receipt of a requisition and are typically AAC "H" (higher/medium/low demand).

2.1.1.2. The AF will submit supply plans (DDEs) generated from future organic AF requirements for DLA-managed consumable items that could not otherwise be accurately forecasted by DLA using demand history. DDEs are only required when there is a future change in requirements driven by a known demand trigger event (demand triggers are defined in Chapter 3).

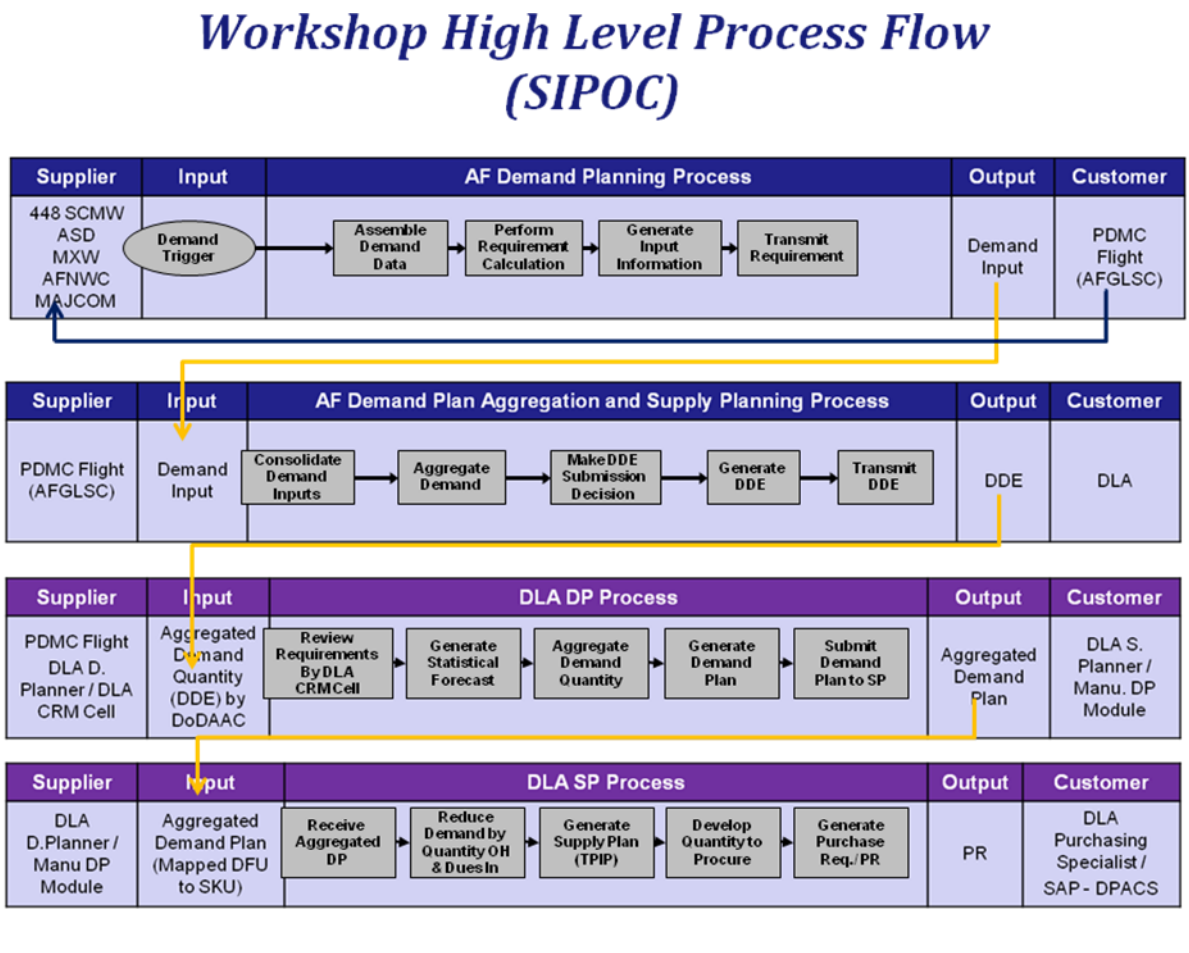
2.1.1.2.1. These supply plans will include requirements for organic depot and field use that originate in the Aircraft Sustainment Directorates (ASDs), Planning and Execution Supply Chain Management Groups (P&E SCMGs) of the 448th Supply Chain Management Wing (SCMW), the Maintenance Wings (MXW), and the Nuclear Weapons Intercontinental Ballistics Missile (ICBM) Division (NWI). These requirements will be vetted with the 635th Supply Chain Operations Wing (SCOW), and as necessary with the MAJCOMs.

2.1.1.2.2. The AF will communicate field level requirements to DLA through DDE transactions instead of SPRs.

2.1.1.2.3. The AF will ensure that supply plans represent the total anticipated quantity by National Item Identification Number (NIIN) that will be requisitioned by the respective DoDAAC during the month represented.

2.2. Process Diagrams. The set of four Supplier Input Process Output Customer (SIPOC) diagrams in Figure 2.1 provide a visual overview of how the AF will collaborate with DLA to plan for DLA-managed consumables.

Figure 2.1. AF/DLA Demand and Supply Planning Processes



2.2.1. AF Demand Planning. The first SIPOC diagram in Figure 2.1. provides an overview of the first step in the AF demand planning process. Various AF organizations will initiate demand planning when events occur that make future demand different from historic demand. This AFMCI refers to these events as "demand triggers." These events may make DLA's statistical forecast, which is based on AF requisition history, inaccurate to the point that it disrupts materiel availability. AF organizations will be assigned responsibility for defined sets of demand triggers and will be responsible for initiating the PDMC process when those triggers occur. These organizations are referred to as process initiators. At the time the organizational demand trigger occurs, the responsible process initiator organization will generate the new requirement for DLA-managed consumables affected by the trigger. When the trigger affects more than one DoDAAC, the total requirement must reflect the

requirement by DoDAAC. This includes assembling the data necessary to generate a NIIN/DoDAAC level requirement for the demand trigger event, performing the standard calculation for the respective demand trigger, generating the supporting information that provides detail to the input, and transmitting their information to the PDMC flight of the AFGLSC for consideration to be included into the AF aggregated demand plan. The PDMC Flight will then consolidate all requirements for that demand trigger to include other user requirements to develop an aggregate demand plan for each NIIN/DoDAAC combination. The second SIPOC diagram in Figure 1 shows how those raw demand inputs are consolidated and aggregated into a single AF demand plan. At this point in the process, the requirement represents the AF requirement, or demand plan, at the NIIN/DoDAAC level.

2.2.2. Supply Planning. The fourth SIPOC diagram in Figure 2.1. shows that after the aggregated AF demand plan is calculated, the AF generates the supply plan for each NIIN/DoDAAC combination. The supply plan represents the total requirement at the NIIN/DoDAAC level.

2.2.3. Submission Decision. Once the supply plan is developed, the AF assesses the new requirement to determine whether the requirement should be submitted to DLA via DDE. This decision is based on whether the new requirement will adversely affect material availability if it is not provided to DLA. Factors influencing this decision include the AF market share for the NIIN, the size of the change from DLA's forecast and the AF's new requirement. Lastly, the AF will generate a DDE file containing all the requirements at the NIIN/DoDAAC level that have passed the submission decision test and will transmit this information to DLA. DLA prioritizes the requirements received based on the Weapons System Code (WSC). PDMC will provide feedback to the process initiator to advise them of the decision and the action taken on the submission.

2.2.4. DLA Demand and Supply Planning. DLA will receive the AF DDE file and incorporate the AF's new requirements into its demand and supply planning process that are documented at a high level in the third and fourth SIPOC diagrams of Figure 2.1. Feedback from DLA on the DDE file submitted is in the form of exceptions generated from the DLA collaboration tool. Exceptions are part of the AF/DLA collaboration process whereby DLA may require additional information or validation prior to developing a procurement strategy for the collaborative NIIN.

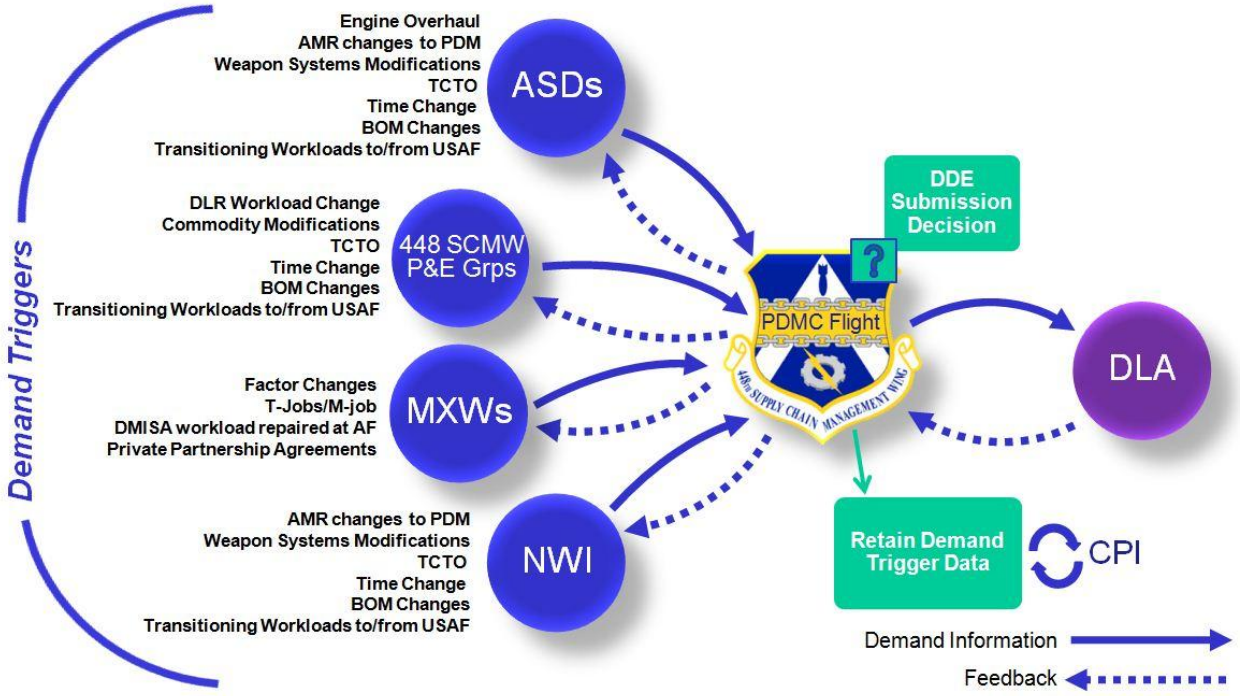
2.2.5. Continuous Process Improvement. The last major sub-process of the AF PDMC process is CPI. The AF will retain its demand and supply plan information to measure the performance of the process. It will identify areas for improvement and develop plans to continually improve under-performing components of the processes.

Chapter 3

ROLES AND RESPONSIBILITIES

3.1. Information Flow Overview. Figure 3.1. provides a visual overview of the information flow from process initiation through DDE submission to DLA and back through the collaboration process. There are three basic roles required to support the PDMC process: (1) Process Owner, (2) Process Execution, and (3) Process Initiator. Blue circles represent the types of organizations that fill the Process Initiator role. These organizations are responsible for initiating the process when their assigned demand triggers occur. The demand triggers assigned to each type of organization are listed in Figure 3.1 to the left of that organization's circle. The initial demand inputs generated by the Process Initiators flow to the PDMC Flight. This second essential role is represented by the 448 SCMW in Figure 3.1. This role is responsible for aggregating the demand plan, generating the supply plan, executing the submission decision methodology, transmitting DDE to DLA, maintaining DDE, and collaborating by exception with DLA and trigger organizations. The final essential role is the Process Owner, 948th Supply Chain Management Group (SCMG) and it is not represented by a single node in Figure 3.1. This role is responsible for process design and CPI.

Figure 3.1. Information Flow through the PDMC



3.2. Process Initiator Responsibilities.

3.2.1. Organizations assigned the Process Initiator role are responsible for a defined set of demand triggers as shown in Figure 3.1. *Note:* DLA will only accept organic AF DDE submitted through the PDMC Flight of the AFGLSC. Other AF organizations that identify potential demand triggers that are not identified in this AFMCI should contact the AFGLSC

PDMC Flight to begin analysis of the potential demand triggers impact on material availability.

3.2.2. Process Initiator organizations, upon the occurrence of an assigned demand trigger, will:

3.2.2.1. Assemble the necessary demand data for NIINs. The scope of the NIINs for this process is DLA Source of Supply (SOS) code Strategic Materiel Supportable (SMS) items only. However, it is the responsibility of the initiating organization to communicate to other SOSs, i.e. 448 SCMW, requirements for end item NIINs under their management also.

3.2.2.2. Validate the NSN in D043.

3.2.2.3. Validate unit of issue in D043.

3.2.2.4. Validate the NIIN's AAC. Do not submit demand inputs for NIINs with AAC of "J," "V" or "Y."

3.2.2.5. Submit Industrial Prime Vendor (IPV) Requirements to PDMC items as adds only. PDMC will not perform any analysis on these however will process through the PDMC Analysis Tool and forward output to the IPV Contractor. Contractor will subsequently perform all analysis and determine requirement for DDE submittal to DLA.

3.2.2.6. As necessary, collaborate with AF and other item stakeholders to develop the most accurate program requirement for their program prior to submitting a demand input to the PDMC Flight. Stakeholders may include all MAJCOMs, lead MAJCOMs, 635 SCOW, or contractors.

3.2.2.7. Perform the requirement calculation for each affected NIIN at each affected DoDAAC.

3.2.2.8. Generate the complete demand for NIINs in your work stream that have SMS as the SOS using the template as outlined in **Attachment 2**.

3.2.2.9. Transmit demand input to the AFGLSC's PDMC Flight 428th Supply Chain Management Squadron (SCMS), 948 SCMG, 448 SCMW. Process initiators will receive feedback via response form from the PDMC Flight on all submissions.

3.2.2.10. After reworking demand inputs rejected by the PDMC Flight, resubmit corrected demand input template.

3.2.2.11. Upon request from the PDMC Flight, collaborate on DLA-generated exceptions. If a stock level is required for a DLA-managed AAC "J" item, a DLA Form 1913, *Adjusted Stock Level*, must be submitted (reference **http://www.dla.mil/dss/forms/fillables/dl1913.pdf**). If approved, DLA will manually change the AAC "J" to an AAC "D" or "Z." Once the AAC is changed the initiator must submit a DDE. DLA Form 1913 indicates that the upcoming requirement is changing from past usage.

3.2.2.12. If a requirement changes after it has been submitted to the PDMC Flight, it is the responsibility of the Process Initiator (PI) to notify the PDMC Flight if the change occurs outside 90 days from the date of need. If the requirement is generated in the PDMC IT system, the requirement will be updated within the system by the PI. If the

requirement is generated out side the system, a demand input with the Action Type – Requirement Change will be submitted to the PDMC Flight.

3.2.2.13. If the submitting information on a demand input template changes after submittal to the PDMC Flight, the PI will submit the change in the information to the PDMC Flight on a demand input with the Action Type – Supporting Info Change.

3.2.2.14. Submit requests for removal of inputs no longer requiring collaborative planning with DLA by submitting a demand input to the PDMC Flight with the Action Type – Remove. This occurs when the DLA forecast accurately reflects future demand.

3.2.3. AFGLSC Planning and Execution Groups. The Planning and Execution Groups (638 SCMG, 748 SCMG, and 848 SCMG) of the 448 SCMW will generate demand inputs for the DLA-managed items indentured to the DLRs they manage using the methodology described in **Attachment 3** when the following demand triggers occur:

3.2.3.1. Change to Depot Level Reparable (DLR) Workload. This demand trigger applies to the DLA-managed piece parts that are associated with changes at the DLR level including any changes that affect the commodity level organic repair workload or contract repair workload that are supported by GFM. This trigger includes Aircraft/Missile Requirements (AMR) changes effecting commodities and engine DLR repair.

3.2.3.2. Commodity Modification. This demand trigger occurs when modifications (form/fit/function, Improved Item Replacement Program [IIRP]) to commodities affect future DLA-managed consumable demand of piece parts within the commodity.

3.2.3.3. Commodity Level Time Change Technical Order (TCTO). This demand trigger occurs when a commodity level TCTO affects future DLA-managed consumable demand of piece parts within the commodity.

3.2.3.4. Commodity Level Time Changes. This demand trigger occurs when the cognizant engineering authority (CEA) decides to replace a commodity item and/or the DLA piece part within the commodity at different time intervals, either more or less frequently, than historically changed.

3.2.3.5. Changes to Items on a Commodity BOM. This demand trigger occurs when DLA-managed consumables are added to or removed from a commodity BOM.

3.2.3.6. Workload Transitions to/from Organic USAF Source of Repair (SOR). This demand trigger occurs when workload that is transitioning to or from organic AF sources of repair affects demand for DLA-managed consumables outside of 90 days.

3.2.4. Aerospace Sustainment Directorates (ASDs)/System Program Offices (SPOs). ASDs/SPOs will generate demand inputs for DLA-managed items that go directly onto the aircraft/weapon/engine system using the methodology described in **Attachment 4** when the following demand triggers occur:

3.2.4.1. Weapon System Level TCTOs. This demand trigger occurs when a TCTO (i.e. inspection TCTO) is created at the weapon system level that will affect demand for DLA-managed consumables outside of 90 days.

3.2.4.2. Changes to Programmed Depot Maintenance (PDM) Workload. This demand trigger occurs when there are new/future PDM requirements that have been approved through the AMR process which affect demand for DLA-managed consumables. These DLA parts go directly on to the aircraft and are not associated with the repair of an AF-managed commodity.

3.2.4.3. Weapon System Modifications. This demand trigger occurs when modifications to weapon systems affect demand for DLA-managed consumables that go directly onto the aircraft and are not associated with the repair of an AF managed commodity outside of 90 days.

3.2.4.4. Weapon System Level Time Changes. This demand trigger occurs when the CEA decides to replace a DLA-managed consumable which goes directly on the aircraft/weapon system at different time intervals, either more or less frequently, than historically changed

3.2.4.5. Changes to a Weapon System BOM. This demand trigger occurs when an ASD engineer adds or removes DLA-managed consumables to a weapon system BOM but does not include factor changes.

3.2.4.6. Workload Transitioning to/from Organic USAF SOR. This demand trigger occurs when workload that is transitioning to or from organic AF SOR affects demand for DLA-managed consumables outside of 90 days.

3.2.4.7. Engine Overhaul. This demand trigger occurs when changes to whole up engine level overhaul requirements affect demand for DLA-managed consumables outside of 90 days.

3.2.4.8. GFM for Production. This demand trigger is used when contractors are authorized GFM.

3.2.4.9. Site Activation. This demand trigger is used when a base is being activated to beddown a new weapon system.

3.2.4.10. Depot activation. This demand trigger is used when the depot is activated for new repair workload.

3.2.5. Maintenance Wings (MXWs). MXWs will generate demand inputs using the methodology described in **Attachment 5** when the following demand triggers occur:

3.2.5.1. Changes to Factors. This demand trigger occurs when changes to replacement or occurrence factors affect demand for DLA-managed consumables outside of 90 days from date of need.

3.2.5.2. T-Jobs / M-Jobs. This demand trigger occurs when additions, deletions, or changes to temporary or manufacture jobs affect demand for DLA-managed consumables outside of 90 days from date of need.

3.2.5.3. DMISA. This demand trigger occurs when changes to DMISA affect demand for DLA-managed consumables outside of 90 days from date of need.

3.2.5.4. Private Partnership Agreements (PPA). This demand trigger occurs when changes to PPA affect demand for DLA-managed consumable outside of 90 days from date of need.

3.2.6. Nuclear Weapons Inter-Continental Ballistic Missile Division (NWI). NWI will generate demand inputs for DLA-managed items that go directly onto the missile/weapon/engine system using the methodology described in **Attachment 6** when the following demand triggers occur:

3.2.6.1. Aircraft/Missile Requirements (AMR) Changes to Programmed Depot Maintenance (PDM) Workload. This demand trigger occurs when there are new/future PDM requirements that have been approved through the Aircraft/Missile Requirements Document (AMR) process that affect demand for DLA-managed consumables.

3.2.6.2. Weapon System Modifications. This demand trigger occurs when modifications to weapon systems affect demand for consumables outside of 90 days from date of need.

3.2.6.3. Weapon System Level Time Compliance Technical Orders (TCTO). This demand trigger occurs when a TCTO is created at the weapon system level that will affect demand for DLA-managed consumables outside of 90 days.

3.2.6.4. Weapon System Level Time Changes. This demand trigger occurs when an Engineering Support Authority (ESA) decides to replace a DLA-managed consumable at a predetermined time in order to maintain the item's integrity before actual failure occurs to minimize risk of larger, unscheduled failures. Frequency is based on scheduled time intervals such as operations hours.

3.2.6.5. Changes to a Weapon System Bill of Material (BOM). This demand trigger occurs when DLA-managed consumables are added to or removed from a weapon system BOM but do not include factor changes.

3.2.6.6. Workload Transitioning to/from Organic USAF Source of Repair (SOR). This demand trigger occurs when workload that is transitioning to or from organic AF sources of repair affects demand for DLA-managed consumables outside of 90 days from date of need.

3.3. Process Execution.

3.3.1. The PDMC Flight, 428 SCMS, 948 SCMG, 448 SCMW of the AFGLSC is assigned the role of process execution. It is responsible for performing the following functions:

3.3.2. Demand Plan Consolidation and Aggregation. The PDMC Flight will consolidate all demand inputs from the Process Initiator organizations and develop an aggregate demand plan for each NIIN/DoDAAC combination This NIIN/DoDAAC demand plan should represent the total requirements for that NIIN at that DoDAAC. The demand input received from the Process Initiating organization may not represent the NIINs total demand at that DoDAAC so the PDMC Flight will ensure that the NIIN's total demand is accounted for at that DoDAAC. The PDMC Forward Demand Planners are responsible for facilitating a working meeting with all stakeholder organizations that may be affected by the changes in demand at the NIIN/ DoDAAC level if the total demand cannot be accurately calculated using available data. The demand plan aggregation methodology is documented in detail in **Attachment 7**.

3.3.3. Supply Plan Generation. After the aggregate AF demand plan is calculated, the PDMC Flight will generate the AF enterprise supply plan for DLA-managed consumables for

each NIIN/DoDAAC combination. The supply plan generation methodology is documented in detail in **Attachment 7**.

3.3.4. DDE Submission Decision Methodology. Once the supply plan is developed, the PDMC Flight will assess the new requirement to determine whether the requirement should be submitted to DLA via DDE. This decision is based on whether the new requirement is significantly different, as defined in **Attachment 8**.

3.3.5. The PDMC Flight will provide feedback to the process initiator for all submissions on the response form.

3.3.6. Remove items no longer requiring collaboration with DLA when the following conditions exist:

3.3.6.1. The demand input end date falls in the current month.

3.3.6.2. The demand input is within tolerance of the DLA forecast

3.3.7. DDE Transmission to DLA. The PDMC will generate a DDE file containing all the new requirements at the NIIN/DoDAAC level that have passed the submission decision test and transmit this information to DLA. The DDE formatting requirements are documented in **Attachment 9**.

3.3.8. DLA Exception Management. The PDMC Flight will collaboratively work all DLA-generated exceptions with DLA NLT the Demand Month End (DME). As a courtesy to the DLA Demand Planners (DP), the PDMC Flight will make every effort to work their exceptions during the first ½ of the open window [Day 7 and the DME] to allow their DLA DPs time to review the PDMC Flight comments/changes. These exceptions include:

3.3.8.1. Significant Forecast Changes. Identifies items where the customer forecast is significantly different than the forecast the customer sent to DLA the previous month.

3.3.8.2. Significant Variances from Statistical Forecast. Identifies projected changes that have not materialized in customer buying patterns, significant over/under forecasting based on history, or significant differences between the DLA statistical forecast and the customer forecast.

3.4. Process Owner. AFGLSC will act as the process owner for the PDMC process.

3.4.1. The 948 SCMG (428 SCMS) will:

3.4.1.1. Be responsible for the overall process design and business rules.

3.4.1.2. Assess and report on the overall process performance and submit to AFGLSC/CC.

3.4.1.3. Direct PDMC process design changes as necessary.

3.4.1.4. Develop process improvement objectives and schedules to improve the process.

3.4.1.5. Utilize standardized optional fields in the demand inputs and on the DDE transaction to enable process assessment and improvement.

3.4.1.6. Support CPI and use analysis to improve or discontinue underperforming demand triggers.

3.4.1.7. Perform analysis of stock outs, DLA – DLR Parts Constraints, and other critical items to identify new demand trigger opportunities that arise from (1) root cause analysis or (2) changes in demand or other processes that impact demand calculations.

3.4.1.8. Use the demand trigger process to develop possible approaches to predicting demand change. The requirements for additional data fields are documented in **Attachments 2** and **10**.

3.4.2. The 591SCMG (401 SCMS) will:

3.4.2.1. Act as the chair of the Functional Review Board (FRB) for IT to support the PDMC process owner.

3.4.2.2. Ensure the IT supports the PDMC process by:

3.4.2.2.1. Forming the FRB as required.

3.4.2.2.2. Working with the FRB members including process execution and process initiator organizations to define IT requirements.

3.4.2.2.3. Communicating requirements to the Configuration Control Board (CCB).

3.4.2.2.4. Working with organizations that support the IT to prioritize workload.

LORNA B. ESTEP, SES, DAF
Deputy Director of Logistic

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 23-1, *Materiel Management*, 15 February 2011

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*, 22 September 2009

DLA Form 1913, *Adjusted Stock Level*, 1 August 2011

Abbreviations and Acronyms

AAC—Acquisition Advice Code

AFGLSC—Air Force Global Logistics Support Center

AFMCI—Air Force Materiel Command Instruction

ALC—Air Logistics Center

AMARG—Aerospace Maintenance and Regeneration Group

AMR—Aircraft/Missile Requirement

AMRD—Aircraft/Missile Requirement Document

ANG—Air National Guard

APS—Advanced Planning Scheduling

ASDs— - Aerospace Sustainment Directorate

BOM—Bill of Material

CC—Customer Collaboration

CCB—Configuration Control Board

CDD—Collaboration Demand Data

CEA—Cognizant Engineering Authority

CPI—Continuous Process Improvement

DDE—Demand Data Exchange

DHA—Demand History Allocation

DIC—Document Identifier Code

DIT—Demand Input Template

DLA—Defense Logistics Agency

DLR—Depot Level Reparable

DMISA—Depot Maintenance Inter-Service Agreement

DoD—Department of Defense

DoDAAC—Department of Defense Activity Address Code

DPA/PFE—Demand Plan Accuracy/Percent Forecast Error

DSN—Defense Service Network

EBS—Enterprise Business Solution

ECSS—Expeditionary Combat Support System

ERP—Enterprise Resource Planning

ESA—Engineering Support Authority

FRB—Functional Review Board

FSC—Federal Stock Class

GFM—Government Furnished Material

IIRP—Improved Item Replacement Program

IPB—Illustrated Parts Breakdown

IPV—Industrial Prime Vendor

IT—Information Technology

JOQ—Job Order Quantity

MAJCOM—Major Command

MISTR—Management of Items Subject To Repair

M-Job— - Manufacture Job

NIIN—National Item Identification Number

NSN—National Stock Number

NSO—Numerical Stockage Objective

NWI—Nuclear Weapon Inter-Continental Ballistic Missile

OCC—Occurrence Factor

OPR—Office of Primary Responsibility

P&E SCMG—Planning and Execution Support Chain Management

PI—Process Initiator

PDM—Programmed Depot Maintenance

PDMC—Planning For DLA Managed Consumables

PDN—Production Number

PPA—Private partnership Agreements

PPP—Public Private Partnerships

QPA—Quantity per Application

RFM—IS - Repairability Forecast Model-Integrated System

RPF—Replacement Factor

SCMG—Supply Chain Management Group

SCMS—Supply Chain Management Squadron

SCMW—Supply Chain Management Wing

SCOW—Supply Chain Operational Wing

SIPOC—Supplier Input Process Output Customer

SMS—Strategic Materiel Supportable

SOR—Source of Repair

SOS—Source of Supply

SPO—System Program Office

SPR—Special Program Requirement

SSR—Supply Support Request

TCTO—Time Change Technical Order

T-Job— - Temporary Job

TPIP—Time Phased Inventory Plan

UPA—Units Per Assembly

WSC—Weapon System Code

WSDC—Weapon System Designator Code

WSEC—Weapon System Essentially Code

WSIC—Weapon System Indicator Code

Terms

Acquisition Advice Code— One-position alpha code indicating how (as distinguished from where) and under what restrictions an item will be acquired.

Bill of Material— A descriptive and quantitative listing of material, supplies, parts, and components required to produce a designated complete end item, assembly, or subassembly, to overhaul/repair such an item, or to construct/repair a structure or facility item.

Classes of Supply— Terminology used to divide supplies and equipment into 10 easily identifiable categories of materiel that are depicted by Roman Numerals.

Collaboration Demand Data (CDD)— Document Identifier Code (DIC) for the DDE transaction.

Department of Defense Activity Address Code— A six-digit alphanumeric code used for providing a uniform method for controlling U.S. Government assets and for recording transactions that reflect receipts and disposition of property transferred to an activity.

DDE/CDD Transactions— Transactions structured such that all fields include but are not limited to the transaction position, the transaction field name, and the required forecast requirements as outlined in the DDE Template, **Attachment 9**, within this document.

Dependent Demand— The demand generated to support an independent demand. This is commonly done via dependencies established in the parent item's BOM. If an assembly fails, then the demand for the component to repair the assembly is a Dependent Demand.

Demand Data Exchange (DDE)— The systemic method used for submitting collaborative customer materiel requirements to DLA in lieu of SPRs.

Demand Input— The complete set of requirement information at the NIIN/DoDAAC level related to the occurrence of a specific demand trigger. Includes the NIIN level requirement by DoDAAC by month and all supporting information.

Demand Trigger— Pre-defined events that make future demand significantly different from historic demand.

Enterprise Resource Planning System— The integration of internal and external management information across an entire organization, embracing finance/accounting, manufacturing, sales and service, customer relationship management, etc. It automates activity with an integrated software application. Purpose is to facilitate the flow of information between all business functions inside the boundaries of the organization and manage the connections to outside stakeholders.

Government—Furnished Materiel - Material owned by the U.S. Government and furnished to a contractor to use for specific contract purposes. Title to all material furnished by the U.S. Government remains with the U.S. Government. GFM is property that may be incorporated into or attached to a deliverable end item or that may be consumed or expended in performing a contract. GFM does not include materiel sold by the U.S. Government to a contractor.

Independent Demand— Demand generated by the end user. This is also thought of as direct needs of an end-user customer. If an assembly fails due to a component then the demand for the assembly is an Independent Demand because the customer needs a new assembly.

Integrated Prime Vendor— Support program that provides cost effective, integrated supply chain management and logistics support of expendable items, such as consumable spare parts and industrial hardware, to customers involved in maintenance, repair, and overhaul operations.

JDA— The Advanced Planning Scheduling (APS) System for implementing Customer Collaboration. For more information go to **www.JDA.com**.

JDA Collaborate— Web-based tool that DLA and participating customers will use to review, update, and validate monthly Customer Collaborative supply plans submitted via DDE.

National Item Identification Number (NIIN)— Last 9 digits of the National Stock Number that differentiates each individual supply item from all other supply items. The first 2 digits signify the National Codification Bureau that assigned the NIIN, while the last 7 digits are non-significant and are sequentially assigned by the FLIS.

National Stock Number (NSN)— A 13-position alpha/numeric field used to identify items of supply. It consists of a 4-digit Federal Supply Class and a 9-digit National Item Identification Number (NIIN).

Planning for DLA Managed Consumables— The strategic planning process the Air Force employs to proactively notify DLA when there is a significant change in the future requirements for a DLA managed consumable item.

Process Execution— One of three primary PDMC process roles. This role is responsible for receiving and aggregating the demand plans, generating the supply plan, executing the submission decision methodology, providing feedback to initiators, transmitting DDE to DLA, and managing/collaborating on exceptions.

Process Initiator— One of three primary PDMC process roles. The organizations responsible for initiating the process when their assigned demand triggers occur.

Process Owner— One of three primary PDMC process roles. This role is responsible for process design and CPI.

Source of Repair— An industrial complex (organic, commercial contract, or inter-service facility) with required technical capabilities to accomplish repair, overhaul modification, or restoration of specific types of military hardware or software.

Supplier Input Process Output Customer— A tool used to identify and categorize the parts of a process as relating to either the suppliers, inputs, process, outputs, or customers.

Time Compliance Technical Order— Instructions provided to modify military systems or commodities within specified time limits, initiate special "one time" inspections, or impose temporary restrictions and track configuration on systems or equipment.

Attachment 2

INFORMATION AND DATA FORMAT REQUIREMENTS

A2.1. Each demand input must be accompanied by information detailing the nature of the demand and the NIIN required to initiate the demand planning process. The following table describes each field and provides a short description of the information that should be entered and its purpose in the PDMC process.

Table A2.1. Data Requirements

ID	Field:	Field Length:	Required/ Optional:	Entry:	Field Description:
1	Organization	N/A	R	1. ASD 2. AFGL SC **3.** MXW **4.** PDMC	Major organization at the depot in which the PI works
2	Originating Name (Person)	20	R		This field will list the originator's name. It should list last name first, followed by a comma, and then the first name.
3	Planner Code	5	R		This field is your plan code. **This field will uniquely identify the position and the person responsible for the DDE.**
4	Submitting Org	8	R		Submitting Organization at Squadron Level or Division Level
5	Submitter Phone	8	R		This field will list the **Defense Service Network (DSN)** phone number of the person who submitted the demand input.
6	Submitter DoDAAC	6	R		This field will contain the six-position DoDAAC of the submitting organization.

ID	Field:	Field Length:	Required/ Optional:	Entry:	Field Description:
7	Type of Requirement	N/A	R	1. **Field** 2. **Depot:** 1. **I FM-IS** 2. **r ot RFM-IS**	3. **Field –** DDE forecast is for field requirements (not depot) 4. **Depot –** DDE forecast is for depot repair 1. RFM-IS (Short form) Selected – using RFM-IS to compute requirements 2. RFM-IS (Long form) **NOT** selected; computing requirements manually

ID	Field:	Field Length:	Required/ Optional:	Entry:	Field Description:
8	Action Type	N/A	R	• **Add** • **Requirement Change** • **Supporting Info Change** • **Turn-on in RFM-IS** • **Remove**	In this field you choose what type of action is requested. • **Add:** Adding an item to collaboration • **Supporting Info Changes:** Use when making changes to information in items such as weapon system and reason for asset being in collaboration • **Requirement Changes**: Use when changing forecasted monthly demands for items already in collaboration. **This type is only used on the Long Form.** Changes to requirements in RFM-IS do not require a new Demand Input Template (DIT). • **Turn-on in RFM-IS:** Use this action type ONLY if your item is already in collaboration, but RFM-IS was not previously used as the source of your requirements. This action type will cause the requirements for your DDE to be sent from RFM-IS instead of the manually entered monthly quantities previously used. **This type is only used on the Short Form.** • **Remove:** Removing an item from collaboration
9	NIIN	9	R		Nine-position National Item Identification Number (NIIN) of the item the submitter wishes to collaborate on.
10	FSC	4	R		Federal Stock Class
11	AAC	1	O		Acquisition Advice Code
12	Unit of Issue	2	O		Unit of Issue

ID	Field:	Field Length:	Required/ Optional:	Entry:	Field Description:
13	WSIC	1	O		Weapon System Indicator Code. This code is found in Emall. If the PI does not include the code, the PDMC Flight will add it to the template upon submission.
14	WSEC	1			Weapon System Essentiality Code. Only appears for ASD submissions. This code is found in Emall.
15	WSDC	3			Weapon System Designator Code. Only appears for ASD submissions. This code is found in Emall.
16	Customer DoDAAC	6	R		This field will contain the six-position DoDAAC of the customer's user's organization that will be requisitioning the item. This DoDAAC is found in the first six positions of a requisition document number
17	Ship To DoDAAC	6	R		This field will contain the six-position DoDAAC of the "Ship to" organization. In many cases the customer and ship-to DoDAAC will be the same on the transaction
18	Demand Trigger Type	5	R		This field will document the origin of the demand input. Demand inputs received must have this field populated with a valid Demand Trigger Type to be considered for submission on a DDE. See list of demand trigger types.

ID	Field:	Field Length:	Required/ Optional:	Entry:	Field Description:
19	Program/Task/TCTO	20	R		This field will contain the Program/Task/TCTO. The information should represent the project or initiative driving the demand input. Once this information is created, the same description should be used for all related future work.
20	Supporting Information (all Action Types except Remove)	41	R		This field will be a narrative that allows the submitter to provide additional information about the demand input being submitted. It should include any additional relevant information about the program. The more specific and useful the information is, the less likely PDMC personnel will have to re-validate with the PI. *This field will be combined with Increase/Decrease to make up Optional Field 4.*
21	Reason for Removal (Only when Action Type is Remove)	41	R		When **Remove is selected** this field will be on the form. The PI must enter the reason the item is being removed from collaboration.
22	Dependency Link	1	R	Y or N	This field will be used to assess the supportability of the NIINs associated with jobs requiring the demand input. It will identify the NIIN as being dependent upon other NIINs listed with the same "Supporting Document Identifier" (see next description below). If dependent NIINs are not all available at the required date, this identifier will allow analysis of the impact of the unsupported NIIN.

ID	Field:	Field Length:	Required/ Optional:	Entry:	Field Description:
23	Supporting Doc Identifier	18	R		This field will contain the unique document number associated with the origin of the demand input. This would be the unique identification tracking number from the TCTO, AMRD, contract number, Mod, Engineering form, Workload change name, Temporary - Job (T-job) or Manufacture – Job (M-job) #, DMISA, PPA or PDN. For BOM Changes, Factor Changes, MISTR and some engine overhaul, the End Item NSN (the NSN for which the demand trigger was submitted) should be listed.
24	Increase/Decrease	8	R	Increase or Decrease	This field tells whether the triggered event was an increase or decrease to the historical requirement system.
25	Initiator Notes	N/A	O		Free form text box for PI to include any additional information pertinent to demand trigger that will not fit in the other required fields
26	Requirement Start Date (Field and Depot when RFM-IS is not used)	5	R		Format MM/DD/YYYY when the trigger event begins. (Only used on the Long Form) When the Action Type is Remove, this field will not appear.
27	Requirement End Date (Field and Depot when RFM-IS is not used)	5	R		Format MM/DD/YYYY when the trigger event ends(Only used on the Long Form) When the Action Type is Remove, this field will not appear.

ID	Field:	Field Length:	Required/ Optional:	Entry:	Field Description:
28	Demand Input Qty Periods 1- 60 (Field and Depot when RFM-IS is not used)	15	R		The template contains 60 separate demand input fields representing 60 forecast months. The quantities input will correspond to the periods covered between the Demand Input Start Date and the Demand Input End Date reflecting the month material will be requisitioned from DLA. In cases where the trigger is a **decrease** to historical usage (not the previous DDE quantity) place the **minus sign** before the quantity. (Only used on the Long Form)

Attachment 3

AFGLSC DEMAND TRIGGERS AND DEMAND INPUT GENERATION METHODOLOGY

Table A3.1. AFGLSC Demand Trigger Types

Demand Trigger Code	Trigger
1. GDLRC	DLR Workload Change
2. GMODS	Commodity Modifications
3. GTCTO	TCTO
4. GTIMC	Time Change
5. GBOMC	BOM Changes
6. GTWKD	Transitioning Workloads to/from USAF

A3.1. AFGLSC Demand Input Generation Methodology.

A3.1.1. Requirement Calculation. The following data calculation will be used to generate the demand input for changes to DLR workload: *Units Per Assembly (UPA) * End Item Rqmt * Replacement Factor (RPF)* Occurrence Factor*.

Table A3.2. AFGLSC Data Sources

Data Element	Standard Source
UPA	G005M/IMPRESA
End Item Requirement	D200A, D075, Maintenance Work Load Review or D363
Replacement Factor	G005M/IMPRESA
Occurrence Factor	G005M/IMPRESA

Table A3.3. AFGLSC Business Rules

Demand Trigger	Business Rule
Change to DLR Workload	Validate BOM against current technical data Illustrated Parts Breakdown (IPB)
Changes to Items on a Commodity BOM	Zero out the old NIIN and calculate requirements for the new NIIN

Attachment 4

ASD/SPO DEMAND TRIGGERS AND DEMAND INPUT GENERATION METHODOLOGY

Table A4.1. ***ASD/SPO Demand Trigger Types***

Demand Trigger Code	Trigger
1. AENOH	Engine Overhaul
2. APDMI	AMR Changes to PDM
3. AWSMD	Weapons System Modifications
4. ATCTO	TCTO
5. ATIMC	Time Change
6. ABOMC	BOM Changes
7. ATWKD	Transitioning Workloads to/from USAF
8. AGFMP	GFM for Production
9..ASTAF	Site Activation
10. ATWKD	Depot Activation

A4.1. ASD/SPO Demand Generation Methodology.

A4.1.1. Weapons System Requirement Calculation. The following data calculation will be used to generate the demand input for changes to weapon system workload: *Quantity Per Application (QPA) * # of Aircraft * Replacement Factor (RPF)* Occurrence Factor (OCC).*

A4.1.2. Engine Requirement Calculation. The following data calculation will be used to generate the demand input for changes to engine workload: *Units Per Assembly (UPA) * # of End Items * Replacement Factor (RPF) * Occurrence Factor (OCC).*

Table A4.2. ASD/SPO Data Sources

Data Element	Standard Source
QPA	Technical Order
UPA	G005M/IMPRESA
# of Aircraft	System Program Office (SPO) Office
# of Engines	D200A, In execution year use Workload Review
Replacement Factor	Engineer, Equipment Specialist, or Program Manager
Occurrence Factor	G005M/IMPRESA

Table A4.3. ASD/SPO Business Rules

Demand Trigger	Business Rules
Changes to PDM Workload	New materiel requirements communicated to the PDMC Flight NLT 30 days after Aircraft/Missile Requirements Document (AMRD) approval or positive stock listing action (SSR issue). Each weapon system will have a focal point to aggregate data to submit to AFGLSC for AMRD.
Weapon System Modifications	Materiel requirements communicated to PDMC Flight NLT 30 days after modification approval or positive stock listing action. ASD will notify PDMC Flight of any decreased requirements as a result of replaced parts.
Weapon System Level Time Changes	Materiel requirements communicated to AFGLSC as soon as new interval determined (preferably lead time away).
Changes to Weapon System BOM if a NIIN is replaced	Need to zero out the old NIIN with a DDE and calculate the requirements for the new NIIN.

Attachment 5

MXW DEMAND TRIGGERS AND DEMAND INPUT GENERATION METHODOLOGY

Table A5.1. MXW Demand Trigger Types

Demand Trigger Code	Trigger
1. MFACH	Factor Changes
2. MTJMJ	T-Jobs/M-job
3. MDISA	DMISA workload repaired by AF
4. MXPPA	Private Partnership Agreements

A5.1. MXW Demand Input Generation Methodology.

A5.1.1. Changes to Factors Calculation. The following data calculation will be used to generate the demand input for changes to factors: *UPA * End Item Requirement * Replacement Factor (RPF) * Occurrence Factor (OCC).*

A5.1.2. T-Jobs / M-Jobs Calculation. The following data calculation will be used to generate the demand input for changes to T-Jobs / M-Jobs: *[First Article Test + Job Order Quantity] * List of Materials + Any special instructions*.

A5.1.3. DMISA and PPA Calculation. The following data calculation will be used to generate the demand input for changes to DMISA: *[End Item Requirement] * [List of Materials] + Any special instructions*.

Table A5.2. MXW Data Sources

Data Element	Standard Source
UPA	G005M/IMPRESA
End Item Requirement	D200A, D075, Maintenance Workload
Replacement Factor	G005M/IMPRESA or MXW Planner
Occurrence Factor	G005M/IMPRESA or MXW Planner
First Article Test	Organic Repair Contract
Job Order Quantity	Organic Repair Contract, PPA Implementation
List of Materials	PPA Implementation Agreement, DMISA
Special Instructions	PPA Implementation Agreement, DMISA

Table A5.3. MXW Business Rules

Demand Trigger	Business Rule
Changes to Factors	Changes in demand due to factor changes must be for future requirements and not a reaction due to past requisition history. Past performance will be captured by DLA historic demands. Validate verbal notification in ABOM/NIMMS or G005M/IMPRESA Update G005M/IMPRESA/ (replacement) and/or E046B (occurrence) with new factor or PBOM
T-Jobs / M-Jobs	Submit demand input for >90 days T-jobs and M-jobs (within DDE process time) Must submit Demand History Allocations (DHA) to DLA retail for Job Order Quantity (JOQ) as work is completed

Attachment 6

NWI DEMAND TRIGGERS AND DEMAND INPUT GENERATION METHODOLOGY

Table A6.1. ***NWI Demand Trigger Types***

Demand Trigger Code	Trigger
1. NPDM1	AMR Changes to PDM
2. NWSMD	Weapon Systems Modifications
3. NTCTO	TCTO
4. NTIMC	Time Change
5. NBOMC	BOM Changes
6. NTWKD	Transitioning Workloads to/from USAF

A6.1. NWIs will generate demand inputs for DLA managed items that apply directly to the weapon system using the methodology described below:

A6.1.1. Aircraft/Missile Requirements (AMR) Changes to Programmed Depot Maintenance (PDM) Workload. This demand trigger occurs when there are new/future PDM requirements that have been approved through the Aircraft/Missile Requirements Document (AMR) process that affect demand for DLA managed consumables.

A6.1.2. Weapon System Modifications. This demand trigger occurs when modifications to weapon systems affect demand for consumables outside of 90 days.

A6.1.3. Weapon System Level Time Compliance Technical Orders (TCTO). This demand trigger occurs when a TCTO is created at the weapon system level that will affect demand for DLA managed consumables outside of 90 days.

A6.1.4. Weapon System Level Time Changes. This demand trigger occurs when an ESA decides to replace a DLA managed consumable at a predetermined time in order to maintain the item's integrity before actual failure occurs to minimize risk of larger, unscheduled failures. Frequency is based on scheduled time intervals such as operations hours.

A6.1.5. Changes to a Weapon System Bill of Material (BOM). This demand trigger occurs when DLA managed consumables are added to or removed from a weapon system BOM but do not include factor changes.

A6.1.6. Workload Transitioning to/from Organic USAF Source of Repair (SOR). This demand trigger occurs when workload that is transitioning to or from organic AF sources of repair affects demand for DLA managed consumables outside of 90 days.

A6.2. NWI Demand Generation Methodology.

A.6.2.1. Weapons System Requirement Calculation. The following data calculation will be used to generate the demand input for changes to weapon system workload:
A.6.2.1.1. Quantity Per Application (QPA) * # of Missile Subset* Replacement Factor (RPF)* Occurrence Factor (OCC)

Table A6.2. NWI Data Sources

Data Element	Standard Source
QPA	Technical Order
UPA	G005M/IMPRESA
# of Missile Subsets	System Program Office (SPO) Office
Replacement Factor	Engineer, Equipment Specialist, or Program
Occurrence Factor	G005M/IMPRESA

Table A6.3. NWI Business Rules

Demand Trigger	Business Rules
Changes to PDM Workload	New materiel requirements communicated to the PDMC Flight NLT 30 days after AMRD approval or positive stock listing action Supply Support Request (SSR issue). Each weapon system will have a focal point to aggregate data to submit to AFGLSC for AMRD.
Weapon System Modifications	Materiel requirements communicated to PDMC Flight NLT 30 days after modification approval or positive stock listing action. ASD will notify PDMC Flight of any decreased requirements as a result of
Weapon System Level Time Changes	Materiel requirements communicated to AFGLSC as soon as new interval determined (preferably lead time away).
Changes to Weapon System BOM if a NIIN is replaced	Need to zero out the old NIIN with a DDE and calculate the requirements for the new NIIN.

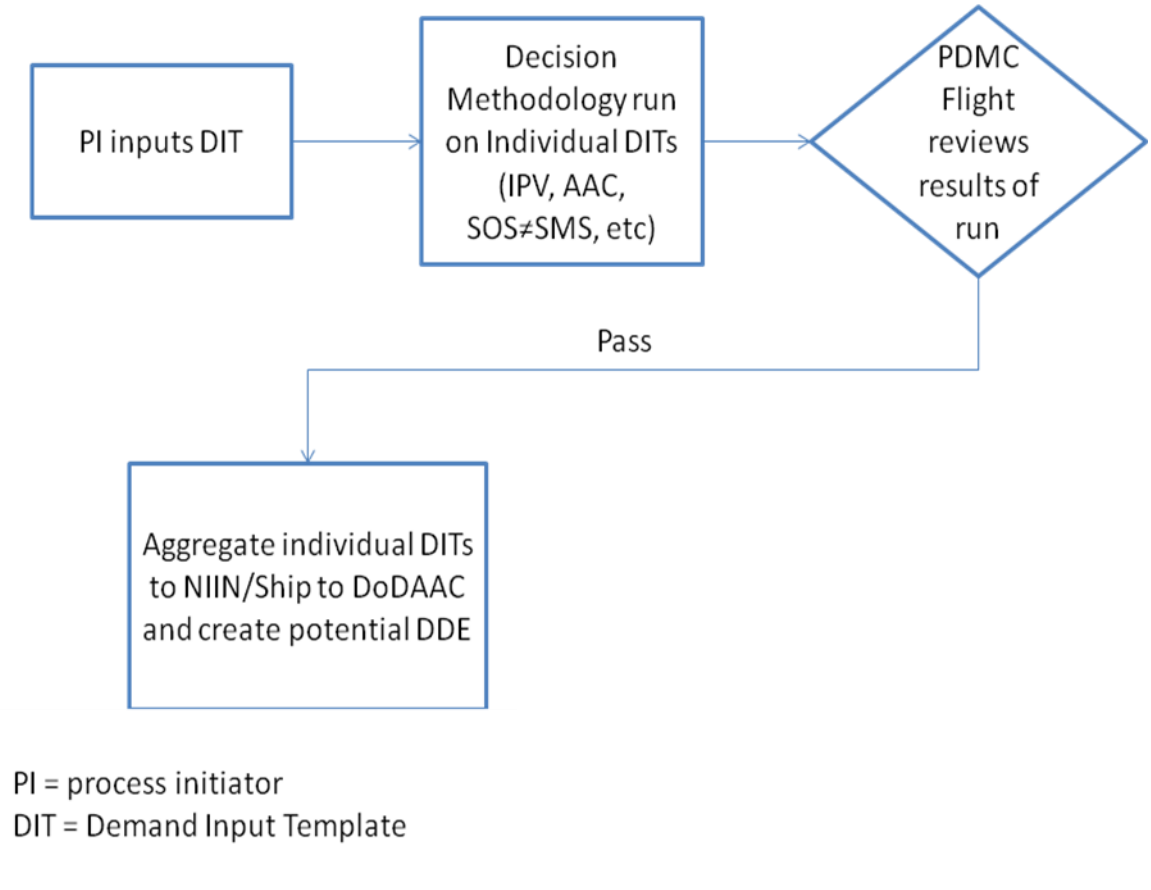
Table A6.4. NWI Requirements Generation Checklist

NWI REQUIREMENTS GENERATION CHECKLIST QPA*# of A/C*RPL%*OCCURANCE FACTOR					
DEMAND TRIGGERS	CODES	SOURCE of NSNs, QPA, REPLACEMENT %, # of A/C	OTHER SOURCE	Occurrence Factor (if other than "1")	LEGACY SYSTEM (TBD) UPDATED
☐ AMR Changes to PDM	NPDM1	☐ Other	☐	☐	
☐ Weapon System Modifications	NWSMD	☐ Other	☐	☐	
☐ TCTO	NTCTO	☐ Other	☐	☐	
☐ Time Changes	NTIMC	☐ Other	☐	☐	
☐ BOM Changes	NBOMC	☐ Other	☐	☐	
☐ Transitioning Workloads to/from USAF	NTWKD	☐ Other	☐	☐	

Attachment 7

DEMAND PLAN AGGREGATION AND SUPPLY PLAN GENERATION METHODOLOGY

Figure A7.1. Methodology Flowchart



A7.1. PDMC Flight Processing. The PDMC Flight will receive all the demand inputs generated by the process initiating organizations.

A7.1.1. Multiple User Check. The PDMC Flight will determine whether there are multiple users for the NIIN at each DoDAAC for which a demand input was submitted.

A7.1.1.1. Multiple Demand Inputs. Multiple Demand Inputs. If more than one demand input is received for the NIIN/DoDAAC combination, the PDMC Flight will determine if these are duplicates or need to be aggregated.

A7.1.2. Depot DoDAACs. The PDMC Flight will determine whether the NIIN has multiple users within the depot DoDAAC. The PDMC Forward Demand Planners will coordinate with all stakeholder organizations to meet and collaboratively generate the total requirement for the NIIN/DoDAAC if multiple users are identified

A7.1.3. Field level DoDAACS. The PDMC Flight will add the requirements to the historical usage at the NIIN DoDAACs level.

A7.2. Additive Check. Process initiating organizations will be required to specify whether their demand input is purely an "additive" or if it is a "total requirement" for the NIIN at the DoDAAC level. "Additive" indicates that the demand input is adding to the historic demand for the item for the respective customer DoDAAC. If all demand inputs are "additive," the following calculation will be used to aggregate demand and generate the supply plan for the NIIN/DoDAAC: *Demand Input(s) + History*.

A7.2.1. If there are not multiple users of the NIIN at the affected DoDAAC and the demand input is characterized as "total requirement," the following calculation will be used to aggregate demand and generate the supply plan for the NIIN/DoDAAC: *Demand Input(s).*

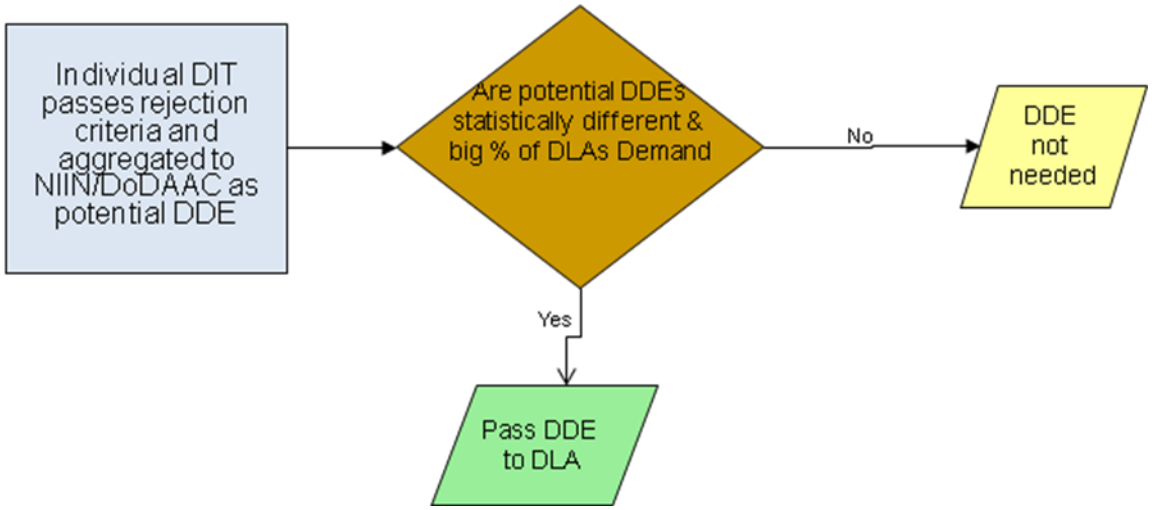
A7.3. AF Collaboration for NIINs with Multiple Users. The demand input received from the Process Initiating organization may not represent the NIINs total demand at that DoDAAC so the PDMC Flight will ensure that the NIIN's total demand is accounted for at that DoDAAC. If multiple users are identified for a NIIN/DoDAAC combination for which a demand input was received, the PDMC Forward Demand Planners will coordinate for all stakeholder organizations to meet and collaboratively generate the total requirement for the NIIN/DoDAAC. These organizations may include the Process Initiating organizations and 635 SCOW. The PDMC Flight will work through the 635 SCOW when MAJCOM input is required.

Attachment 8

SUBMISSION DECISION METHODOLOGY

A8.1. Submission Decision Methodology. The AFGLSC's PDMC Flight will use the methodology developed by HQ AFMC/A9A to determine whether a DDE should be submitted for each NIIN. Demand Change and Market Share are taken into account together. These two tests determine if the new aggregate AF enterprise demand for a NIIN is statistically different from the AF's demand history and whether or not the new demand will make up a significant percent of future DLA demand.

Figure A8.1. DDE Submission Criteria



A8.1.1. Demand Change. This test determines whether or not the new aggregate AF enterprise demand for the NIIN is statistically different enough from the AF's demand history to affect DLA's supply plan.

A8.1.1.1. The PDMC Flight will check if there is any AF history for the NIIN in the last two years.

A8.1.1.2. If there is demand history, the new forecast is compared to it.

A8.1.1.2.1. If the change is not significant from history, it will not be forwarded to DLA

A8.1.1.2.2. If the change is significant, the market share test will be performed

A8.1.1.2.3. If there is no demand history, the market share test will be performed

A8.1.2. Market Share. This test determines if the new AF Enterprise demand for the NIIN makes up a significant percent of future DLA demands. Other services, Foreign Military Sales (FMS), and contractors may also be users of DLA NIINs and could have a share of the market as well.

A8.1.2.1. If the NIIN is an NSO item, the AF market share must be greater than 20%.

A8.1.2.2. If the NIIN is a Replenishment item, the AF market share must be greater than 30%.

A8.1.3. When the new aggregate AF enterprise demand for the NIIN falls outside of the demand change/market share thresholds, all DDE candidates for subject NIIN will be submitted to DLA via DDE.

Attachment 9

DDE/CDD DATA FORMAT REQUIREMENTS

A9.1. DDE/Collaboration Demand Data (CDD) Information.

A9.1.1. Each CDD data record is categorized by a field legend, and provides details on the following: field position, whether the field data is required or optional, and field contents.[2] The PDMC Flight uses these data formats to send DDE information to DLA

A9.1.2. NOTE: Where the field is identified as OPTIONAL below, please refer to this as a 'mandatory / optional' field. The field should still be programmed in the formatting; however, the data inside the field is OPTIONAL

Table A9.1. Field Data

Field Legend: Transaction Type Field Position: 01-03 -- REQUIRED This field will contain a constant of 'CDD' which indicates Collaboration Demand Data. All collaboration forecast submittals will reflect CDD in positions 1-3.
Field Legend: Source of Supply Field Position: 04-06 -- REQUIRED This is the RIC of the destination Source of Supply. The only allowable entry in this field is 'SMS' indicating that the NIIN is managed in the DLA EBS program.
Field Legend: Submitter DoDAAC Field Position: 07-12 -- REQUIRED This field will contain the six-position DoDAAC of the submitting organization. Identified as Location 3 within JDA.
Field Legend: Customer DoDAAC Field Position: 13-18 -- REQUIRED This field will contain the six-position DoDAAC of the customer's user's organization that will be requisitioning the item. This DoDAAC is found in the first six positions of a requisition document number. Identified as Location 2within JDA.
Field Legend: Ship To DoDAAC Field Position: 19-24 -- REQUIRED This field will contain the six-position DoDAAC of the "Ship to" organization. In many cases the submitter and ship-to DoDAAC will be the same on the transaction. Identified as Ship To Location within JDA.

[2] From Demand Data Exchange Job Aid, dated 9 July 2007

Field Legend: NIIN

Field Position: 25-33 -- REQUIRED

Nine-position National Item Identification Number (NIIN) of the item the submitter wishes to collaborate on.

Field Legend: Unit of Issue

Field Position: 34-35 -- REQUIRED

Two-position unit of issue for the nine-position NIIN identified in positions 25-33 above.

PDMC Flight Use: Demand Trigger Type

FROM THE DEMAND INPUT

This field will document the origin of the demand input. Demand inputs received must have this field populated with a valid Demand Trigger Type to be considered for submission on a DDE. For NIIN/DoDAACs that receive multiple demand inputs, the Demand Trigger Type should be set to "Multi."

DDE field characteristics:

Field Legend: Planning Code

Field Position: 36-40 -- Required

Five-position planning code to be used by the DDE transaction Submitter to identify any unique planning code. The planning code will be reflected in the submitter's collaboration forecast as input by the submitter. This field can be blank or contain maximum of five alpha/numeric characters.

For NIIN/DoDAACs that receive multiple demand inputs, the Demand Trigger Type should be set to "Multi."

NOTE: The intent of this field is to provide the user with a field that may be useful for either internal service analysis or the collaboration process. DLA will perpetuate the data in this field and it will be visible in the online JDA Collaborate tool as a drill down field.

Field Legend: Supply Plan Start Date

Field Position: 41-45 -- REQUIRED

Five-position Julian date that the supply plan will begin. The supply plan start date indicates the beginning of the collaboration (forecast) time period and is the 1st day of the month in which collaboration transactions are submitted. This date field must reflect the 1st day of the month in which the DDE transactions are submitted to DLA. Example: If DDE is submitted on April 28, 2007, the supply start date must be 07121.

Field Legend: Supply Plan End Date Field Position: 46-50 -- REQUIRED Five-position Julian date that the supply plan will end. The supply plan end date indicates the end of the collaboration (forecast) time period and is the last day of the final forecast period (or month). Time periods beyond the final forecast period are not considered in the collaboration process. When submitting monthly requirement quantities, the supply plan end date must reflect the last day of the last month in the forecast period/ quantities are expected to end. Example: If DDE is submitted on May 1, 2007 for two years of forecast quantities, the supply end date must be 09120 (April 30, 2009).
Field Legend: Supply Plan Type Field Position: 51 -- REQUIRED This field is a one-position Supply Plan (forecast) Type and is a required field. The transaction allows input of one of the following codes: M = Monthly, Q = Quarterly, S = Semi-Annually, and A = Annually. This field reflects the period in which the supply plan quantity fields will be expressed. If the Submitter puts an "M" in this field the quantity fields in transaction position 52-951 (60 individual quantity fields of 15 positions each) of this transaction are forecast periods of monthly quantities required. If the user puts a Q in this field, forecast periods of quarterly quantities are required. If the user puts an S in this field, forecast periods of semi-annual quantities are required. If the user puts a Y in this field, forecast periods of yearly quantities are required. NOTE: The monthly, "M" supply plan type is the only process currently supported by the DLA collaboration software; functionality for Q = quarterly, S = semi-annually, or Y = yearly forecast quantities may be implemented in a later software release.

Field Legend: Supply Plan Period Quantities

Field Position: 52-951 -- REQUIRED

This field will contain up to 60 separate supply plan quantities in fifteen-position fields per quantity and should correspond to the periods covered between the Supply Plan Start Date and the Supply Plan End Date, in terms of the Supply Plan Type. Positions 52-951 of the DDE transaction are designed as an array to hold the 60 separate supply plan quantities (forecast quantities) required by the Submitter based upon the supply plan start date, the supply plan end date, and the supply plan type. Quantities are to be whole numbers; no decimal numbers are allowed. Each of the Quantity fields must be filled either with a numeric quantity or zeros (each field must be left padded with zeros to fill out the entire field space allocated) and should correspond to the periods covered between the Supply Plan Start Date and the Supply Plan End Date and in terms of the Supply Plan Type. Quantities must be entered starting with the first field in the Array and continuing with quantity entries that correspond with to the Start Plan End Date and the Supply Plan Type. All sixty fields must be populated with either a numeric quantity or zero; a Null (no data) in a supply plan quantity field will cause the transaction to fail validation. The forecast period is defined by the Supply Plan Start and End dates. Quantities of zero in a field representing a month within the Supply Plan Start Date and Supply Plan End Date will indicate that the submitter does not have a requirement in that month.

NOTE: If quantity is entered outside of the Supply Plan End Date specified in Field Position: 46-50, this quantity will default to null and an error message will be generated.

Field Legend: Supply Plan Removal Code

Field Position: 952 -- OPTIONAL

This field should contain an ‘R’ to indicate that this Supply Plan DFU should be deleted when the submitter wants to remove the item from the collaboration efforts. When this field is used, ALL other required fields must be valid data. If a NIIN is submitted to DLA for collaboration, DLA “marks” it as a collaborative item and “looks” for it in each subsequent submission from the user. If the item is missing, the DLA edit will trigger an inquiry to the submitter. The ‘R’ supply plan removal code advises DLA that the submitter intentionally deleted the item.

NOTE: If field is blank, file must still contain 1 space.

PDMC Flight Use: Supply Plan Identifier

DDE field characteristics:

Field Legend: Optional Field 1

Field Position: 953-972 -- OPTIONAL This field contains free form text which may be used as a field for the submitter to provide information of value to the collaboration participants. This field may also be used by the submitter to provide information deemed useful to their planners during collaboration as it will be available for their viewing in the JDA Collaborate tool. This field is optional and

informational in nature; the data in this field will be perpetuated into the JDA Collaborate tool and can be viewed by all participants in the collaboration process. NOTE: If field is blank file must still contain 20 spaces. NOTE: The intent of this field is to provide the user with a field that may be useful for either internal service analysis or the collaboration process. DLA will perpetuate the data in this field and it will be visible in the online JDA Collaborate tool as a drill down field.
PDMC Flight Use: Planner Code & Submitting Organization FROM THE DEMAND INPUT This field will combined with the Planner Code fields And Submitting Organization. Planner Code will uniquely identify the position submitting the demand input. It should unique to a position not an individual Submitting Organization identifies the organization submitting the demand input. This should be at the Squadron/Division level. . For NIIN/DoDAACs that receive multiple demand inputs, the field should be set to "Multiple." DDE field characteristics: Field Legend: Optional Field 2 Field Position: 973-992 -- OPTIONAL Same as Optional Field 1 NOTE: If field is blank file must still contain 20 spaces.
PDMC Flight Use: Dependency Link (Y/N) & Supporting Document Identifier FROM THE DEMAND INPUT This field will combined with the Dependency Link and Supporting Documents Identifier fields. Dependency Link (Y/N) will be used to assess the supportability of the NIINs associated with jobs requiring the demand input. It will identify the NIIN as being dependent upon other NIINs listed with the same "Supporting Document Identifier." If dependent NIINs are not all available at the required date, this identifier will allow analysis of the impact of the unsupported NIIN. If Dependency Link is N, then no supporting document identifier is required. Supporting Document Identifier will contain the unique document number associated with the origin of the demand input. This would be the unique identification tracking number from the TCTO, AMRD, contract number, CTO, Mod, Engineering form, Workload change name, T-job or M-job #, DMISA, PPA.

For BOM Changes, Factor Changes, MISTR (some engine overhaul), the End Item NIIN (the NIIN for which the demand trigger was submitted) should be listed.

For NIIN/DoDAACs that receive multiple demand inputs, the field should be set to "Multiple."

DDE field characteristics:

Field Legend: Optional Field 3

Field Position: 993-1012 -- OPTIONAL

Same as Optional Field 1

NOTE: If field is blank file must still contain 20 spaces.

PDMC Flight Use: Increase/Decrease

FROM THE DEMAND INPUT

This field will combine with the Program Description and Demand Trigger Supporting Information fields.

Program Description will contain a unique alpha/numeric string that identifies the program generating the demand input. This field should list a program more specific than the weapon system. The program should represent the project or initiative driving the demand input. An example would be the KC-135 flight control project. Once a program description is created, the same description should be used for all related future work.

Demand Trigger Supporting Information will be a narrative that allows the submitter to provide additional information about the demand input being submitted. It should include any additional relevant information about the program. This field will require the development of a standard format for submitting additional information.

For NIIN/DoDAACs that receive multiple demand inputs, the field should be set to "Multiple."

DDE field characteristics:

Field Legend: Optional Field 4

Field Position: 1013-1062 -- OPTIONAL

Same as Optional Field 1

NOTE: If field is blank file must still contain 50 spaces.