

**BY ORDER OF THE DIRECTOR
448 SUPPLY CHAIN MANAGEMENT
WING**

**448 SUPPLY CHAIN MANAGEMENT
WING MANUAL 23-101**

28 NOVEMBER 2023

Materiel Management

***CENTRALIZED FLIGHT TO
COMMODITY FLIGHT WORKLOAD
TRANSFER PROCESS***



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RELEASABILITY: There are no releasability restrictions on this publication

OPR: 448 SCMW/LS

Certified by: 448SCMW/LS
(Ginger Hassen)

Supersedes: 448SCMWMAN23-101, 2 March 2020

Pages: 8

This publication implements Air Force Instruction 23-101, *Air Force Materiel Management*. It provides the 448th Supply Chain Management Wing (448 SCMW) processes and guidance for the transfer of workload from centralized flight to commodity group. It applies to the transfer of Air Force organic workload managed in a centralized flight and is not designed to replace any current or previous workload transition guidance related to items or systems transitioning from outside Air Force management. It applies to individuals at all levels within the 448 SCMW and establishes the standard process for integrating workload into commodity-based management. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) listed above using the AF Form 847, Recommendation for Change of Publication; route AF Form 847 from the field through the appropriate chain of command. The guidance will be reviewed annually for updates. Submit requests for waivers using the AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval* through the chain of command to the Publication OPR. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with *Air Force Instruction (AFI) 33-322, Records Management and Information Governance Program*, and disposed of in accordance with Air Force Records Information Management System, Records Disposition Schedule. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been revised for clarity, readability, and consistency. In addition, minor administrative and format changes were made, to include an updated regulation reference section.

1. Overview.

1.1. This Manual establishes policies and procedures for the transfer of workload from a centralized flight to commodity group. It applies only to workload already in AF inventory that has been managed by a centralized weapon system flight. It is not intended to replace any other existing policies and procedures related to workload transition, logistics reassignment or shifts in workload within commodity groups.

1.2. In 2016, centralized flights were established to handle whole aircraft weapon systems i.e., KC-46, Global Hawk and B-21. This method of management falls outside established commodity based supply chain management practices. As such, processes are required to align this workload with enterprise standards by decentralizing the workload and transferring the subsystems to the appropriate centers of excellence (COE). This manual lays out the process by which current and future centralized flight workload shall be transferred to commodity based management. If at any time, enterprise standards and policy moves away from commodity based supply chain management, this manual will be rescinded.

2. Roles and Responsibilities

2.1. The 448 SCMW Director has the authority to decentralize a centralized flight in whole or in part.

2.2. The centralized flight is responsible for establishing a program management review (PMR). This PMR will inform the Director of the recommended timeline for transition and to provide status of transition activities. The centralized flight and gaining flights are responsible for negotiating, executing and managing the transfer of the subsystems to their appropriate squadron. When the appropriate squadron for transition is not clear, rely on the existing Individual Line Item Supply Assignment (ILSA) rules to place the new workload. The centralized flight is responsible for establishing the Logistics Reassignment Transfer Team (LRTT). An LRTT may be established with each gaining squadron individually or one LRTT with all the gaining squadrons in a phase. The centralized flight and target squadrons are responsible for providing the gaining flight all relevant information and documentation necessary for the gaining flight to successfully assume management.

2.3. The gaining flights are responsible for negotiating and developing a timeline for acceptance of centralized flight workload; considering the manpower, facilities and program specific training required to accept management of the workload. The squadrons will participate in the LRTT and work collaboratively with the centralized flight to execute workload transfer (ZAB transactions). The squadrons will conduct an internal manpower assessment to identify specific skills shortages and work with the centralized flight and 448 SCMW/OM to transfer allotted position(s).

2.4. The IPTs are responsible for establishing a forum and cadence for reporting transfer status to the 448 SCMW Director.

3. Transfer Phases

3.1. The 448 SCMW Director has the overarching authority to decentralize a single flight in whole or in part.

3.2. Once official notification is provided by the 448 SCMW Director to decentralize a single flight workload, the centralized flight will notify the gaining flights of the intent to transfer workload. The centralized and gaining flights will form an LRTT that will negotiate a timeline for the phased transfer of workload based on the assessment criteria (see [paragraph 4.](#)). The LRTT will identify any consideration or constraints to transfer (i.e., Manpower, Training, Engineering Authority) and work collaboratively to develop plans to address these considerations and constraints.

3.3. 448 SCMW has three Planning and Execution (P&E) Supply Chain Management Groups (SCMG). These groups have squadrons organized by COE. The existing ILSA process will be used to determine which squadron that workload will reside in. [Figure 1](#) depicts the transfer phases by subsystem in general, but there may be specific deviations, such as peculiar support equipment (SE), that will require ILSA rules to reassign correctly.

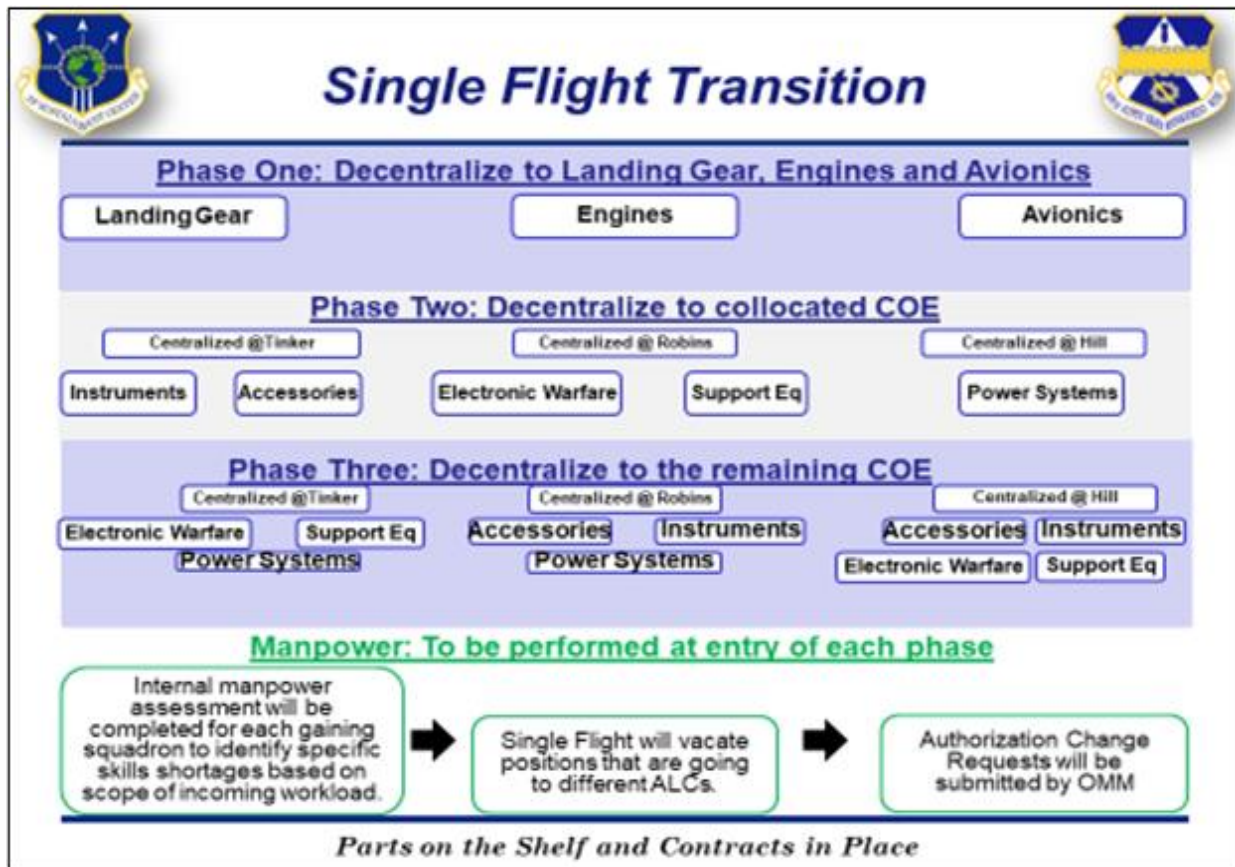
3.3.1. Phase 1. Decentralize to Landing Gear, Engines and Avionics. The first subsystems to transfer to the commodity groups are Engines, Landing Gear, and Avionics. The IPT will provide the 448 SCMW Director with a timeline which estimates when the transfer will be complete. Once completed, the centralized flight will move to phase 2.

3.3.2. Phase 2. Decentralize to collocated COE. The centralized flight will transfer the subsystems to the collocated supply chain squadrons. For example, the KC-46 centralized flight, which resides at Tinker AFB, will transfer instruments and accessories items to the 422 SCMS and 423 SCMS, which are also located at Tinker.

3.3.3. Phase 3. Decentralize to remaining COE: The centralized flights will transfer the remaining subsystems not transferred in previous phases.

3.3.4. Adjudication. When the appropriate squadron for transition is not clear, rely on the existing Individual Line Item Supply Assignment (ILSA) rules to place the new workload.

Figure 1. Single Flight Transition.



4. Assessment Criteria.

4.1. The following assessment criteria is to be used by the IPT to formulate a timeline for when the subsystem transfer will be completed. Due to the fact that these systems are already in AF management, this criterion should not be used as accept/reject criteria but more a tool for negotiating the timeframe for reassigning the workload.

- 4.1.1. Program Stability (design, test parameters/equipment, etc.).
- 4.1.2. Delegation of Engineering Authority as identified for sustainment process flow from centralized flight manager to target manager.
- 4.1.3. Eight quarters of requirements data.
- 4.1.4. Supportability status using Wing supportability metrics.
- 4.1.5. Determine if interim support strategy can be utilized by gaining manager (decentralized ordering).
- 4.1.6. Identify process for multi-organizational ordering through existing sustainment contracts
- 4.1.7. Availability of data to support repair and demand levels, Diminishing Manufacturing Sources and Material Shortages (DMSMS) planning and Financial Improvement and Audit Readiness (FIAR) compliance:

- 4.1.7.1. Tech data, source approval, etc.
- 4.1.7.2. Strategic contract options.
- 4.1.7.3. Demand Data (i.e. usage rates, flow days, failure rates, Commercial Asset Visibility (CAV-AF), etc.).
- 4.1.7.4. Progress/completion of provisioning and cataloguing activities.

STEPHEN GRAY, SES
Director

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

DODD 5100.3, *Support of the Headquarters of Combatant and Subordinate United Commands*, 9 February 2011

DODI 5025.01, *DOD Issuances Program*, 1 August 2016

DOD 5200.1-R, *Information Security Program*, January 14, 1997

DOD 5400.7-R_AFMAN 33-302, *Freedom of Information Act Program*, 21 October 2011

AFPD 33-3, *Information Management*, 8 September 2011

AFI 23-101, *Air Force Material Management*, 22 Oct 2020

DAFMAN 90-161, *Publishing Procedures and Processes*, 15 April 2022

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*

Abbreviations and Acronyms

AF—Air Force

AFMAN—Air Force Manual

CAV – AF—Commercial Asset Visibility – Air Force

COE—Centers of Excellence

DMSMS—Diminishing Manufacturing Sources and Material Shortages

FIAR—Financial Improvement and Audit Readiness

ILSA—Individual Line Item Supply Assignment

LRTT—Logistics Reassignments Transfer Team

OPR—Office of Primary Responsibility

P&E—Planning and Execution

PMR—Program Management Review

SCMG—Supply Chain Management Group

SCMS—Supply Chain Management Squadron

SCMW—Supply Chain Management Wing

SE—Support Equipment

Terms

Center of Excellence—Organization that provides the best practices for managing/supporting a particular commodity

ZAB transaction—A reassignment of an NSN from one Item Manager (IM)/Equipment Specialist (ES) to another or an assignment of an SP/ES Code to another person.