DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SUSTAINMENT CENTER
TINKER AIR FORCE BASE OKLAHOMA

AFSCI23-103 AFSCGM2026-01
17 March 2026

MEMORAND FOR ALL AFSC & AIR LOGISTICS COMPLEX (ALC) UNITS

FROM: AFSC/A3/4

SUBJECT: Air Force Sustainment Center (AFSC) Guidance Memorandum for AFSCI23-103*Execution and Prioritization Repair Support System (EXPRESS)*

1. By order of the Commander, Air Force Sustainment Center, this Guidance Memorandum (GM) immediately implements changes to AFSCI 23-103, *Execution and Prioritization Repair Support System (EXPRESS),* 28 February 2023. Compliance with this memorandum and its attachments is mandatory. To the extent its direction is inconsistent with other publications, the information herein prevails IAW DAFMAN 90-161, *Publishing Processes and Procedures*.

2. This GM implements and incorporates changes to the IM user roles including administration and supervision of AWP Resolution Team meetings, document management, and collaboration and communication with various stakeholders within the depot supply chain management and maintenance organizations.

3. In advance of a rewrite of AFSCI23-103, the attachment to this memorandum provides guidance and is effective immediately.

4. This Memorandum becomes void after one year has elapsed from the date of this Memorandum, or upon publishing of a new publication or re-writing/updating this manual permanently establishing this guidance, whichever is earlier.

5. Our point of contact is Mr. Gale Gilbert, AFSC/ARB (DSN 312-787-9821; COMM (937) 257-9821; gale.gilbert.1@us.af.mil).

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Attachments:
AFSCI23-103 Guidance Changes

Attachment 1
AFSC Guidance Changes

3.5. AWP Action Taken

3.5.1. **(Added)** Roles and Responsibilities.

3.5.1.1. **(Added)** The User role with IM access will:

3.5.1.2. **(Added)** Chair the AWP Resolution Team (ART) Meeting: The IM user role is responsible for leading the ART meeting, coordinating the resolution of part shortages, and ensuring that all necessary actions are taken to address current and potential future part supportability issues.

3.5.1.3. **(Added)** Organize and Coordinate ART Meetings: The IM user role determines the participants for the ART meeting, organizes the meeting logistics (email, phone, face-to-face), and ensures that the meeting is productive in resolving part shortages.

3.5.1.4. **(Added)** Oversee Document Management: The IM user role retrieves the AFSC Form 503 (AWP Checklist/Worksheet) from the Production Controller, coordinates resolution with the ART Team, retains a copy of the worksheet and supporting documentation in the NSN History folder, and ensures that all necessary documentation is updated in the EXPRESS Web Toolkit and BLADE AWP.

3.5.1.5. **(Added)** Decision Making: The IM user role, along with the ART, decides whether an asset should go into AWP-F (formal) status based on the information gathered during the meeting.

3.5.1.6. **(Added)** Collaborate and Communicate: The IM user role works closely with various stakeholders such as Production Controllers, Maintenance Planners, DLA Customer Support Specialists, Equipment Specialists, Depot Supply Chain Management, and others to gather information, make decisions, and ensure that part shortages are addressed effectively via the ART Meeting.

3.5.1.7. **(Added)** Overall, the IM user role is crucial in managing part shortages, coordinating ART meetings, and ensuring that the necessary actions are taken to resolve AWP issues efficiently and effectively within the supply chain. The ART Worksheet will be the tool used to gather the applicable information for decisions and will act as the minutes of the ART Meeting (Tinker Specific).

3.5.1.8. **(Added)** IM user role will update EXPRESS:

3.5.1.8.1. **(Added)** Go to Data Entry select AWP Action Taken

3.5.1.8.2. **(Added)** Input NSN and hit submit.

3.5.1.8.3. **(Added)** The SCR date is the date the ART process began, and the ART date is the date it was completed and signed by all parties. AWP action taken is a statement showing the course of action that will be taken for that NSN.

3.5.1.8.4. **(Added)** Statement needs to state the decision; root cause analysis and potential get well plan.

3.5.1.8.4.1. **(Added)** Examples: Send assets back to supply, Agreed upon to keep in AWP until X date, Pull asset out of AWP and condemn, etc..

3.5.1.8.5. **(Added)** The regulation states that EIs should not be moved from formal AWP storage just to achieve a lower quantity in formal AWP but the costs to remove, future requirements, and support of the weapon system should be of paramount consideration.

3.5.2. **(Added)** The final decision to move an item out of formal AWP is up to the IM user role and ensure that they are making the best decision for the weapon system.

BY ORDER OF THE COMMANDER
AIR FORCE SUSTAINMENT CENTER

AIR FORCE SUSTAINMENT CENTER
INSTRUCTION 23-103

28 FEBRUARY 2023

Materiel Management

EXECUTION AND PRIORITIZATION REPAIR SUPPORT SYSTEM (EXPRESS)

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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Certified by: AFSC/LG
(Mr. Jeffrey R. Sick)
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Major Command policy is found in Air Force Instruction (AFI) 23-101, *Air Force Materiel Management.* This instruction provides guidance for Materiel Management Functional Area assigned to the Air Force Sustainment Center (AFSC) for the implementation and operation of the D087X / EXecution and Prioritization of REpair Support System (EXPRESS) under the Depot Repair Enhancement Process (DREP). Refer recommended changes and questions about this publication to the OPR listed above using Air Force (AF) Form 847, Recommendation for Change of Publication, route AF Forms 847 from the field through the appropriate chain of command. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, Records Management and Information Governance Program, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. The waiver authority for this publication is AFSC/LG. This publication may not be supplemented or further implemented/extended.

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1. EXPRESS Management Philosophy.

1.1. D087X/EXPRESS supports a number of critical functions, including repair prioritization, repair execution, distribution prioritization, and repair forecasting. EXPRESS is built on a management philosophy which covers three main areas – policy, functional system operation, and configuration management process. In each of these areas, the management philosophy corresponds to the business rules identified by the corporate AF and HQ AFMC/CC.

2. System Changes.

2.1. The D087X/EXPRESS system can be changed in response to changes in corporate Air Force business rules or functional system operations. In addition, configuration management of D087X/EXPRESS conforms to the standard process utilized by AFLCMC/HIS (Weapon System Management Information System (WSMIS) Program Management Office (PMO), in which program management of D087X/EXPRESS resides).

2.2. When requesting a software change to EXPRESS, the individual identifying the potential modification must complete and submit to the EXPRESS Functional OPR an AFMC321 C & I Requirements Document that can be found at AFPubs/Forms/AFMC/AFMC321. The AFMC Form 321 is to be completed and will in detail answer the 4 requirements in **Figure 1**.

Figure 1. AFMC Form 321 Questions.

Figure 1. In the AFMC Form 321, the submitter will:

1. Define the problem
2. Outline a proposed solution
3. Identify the criteria for accepting the software solution
4. Determine the Return on Investment for the software change requirement

2.3. Upon receipt by AFSC/LZRB, a Computer Systems Requirements Document (CSRD) will be entered into the Information Systems Management Tool (ISMT) for action by the WSMIS PMO.

3. Roles and Responsibilities.

3.1. Within EXPRESS there are Supply Planner (SP) (Inventory Management (IM)/Materiel Manager (MM), Fixer (Scheduler), Funds (Financial Management), Reports, and EXPRESS Constraint Analysis Tool (ECAT) user roles. Report and ECAT are Read Only roles. Supply Planner, Fixer, and Funds are specific selected Data Entry roles that update defined tables within the system.

3.2. There will be references to the Scheduler and production support personnel in this Instruction. For specific details of the responsibilities of the Scheduler and production support personnel refer to AFSCMAN 21–102, *Depot Maintenance Management.*

3.3. The IM User role is assigned to SPs responsible for items repaired in a shop using EXPRESS.

3.4. Actions required within EXPRESS for users with the IM User role are:

3.4.1. Review the Supportability Summary report and determine whether there is an undesirable result.

3.4.2. If there are no undesirable results, review any other desired reports or data selected from the Execution Reports or Headquarters Reports menus.

3.4.3. If the Supportability Summary displays an undesirable or unexpected result, determine whether it is a Supportability resource issue or an NRO issue.

3.4.4. If the issue is a Supportability resource issue, return to the Report Selection page and select the Supportability report to determine whether the constrained resource is correctly reflected in the data for the subset of data selected.

3.4.5. If the Supportability report accurately reflects the data and satisfies any questions, review any other desired reports or data selected from the Execution Reports or Headquarters Reports menus.

3.4.6. If the Supportability report reflects a carcass shortage, select the Headquarters Reports Carcass Constraint by SOS report to check for carcasses such as those at another SOR or in off–base storage. Use the appropriate processes outside of EXPRESS to move any possible carcasses to the SOR. The day after assets are reflected at the SOR in D035K, they will be reflected in EXPRESS as available carcasses.

3.4.7. If the Supportability report does not accurately reflect the current resources, contact the Shop Scheduler to determine the corrective action.

3.4.8. If the issue is related to the NRO, select Headquarters Reports | Working Level Base Needs and enter the appropriate NSN.

3.4.8.1. The Working Level Base Needs Report will display a summary of the data used to determine the NRO.

3.4.8.2. If the Working Level Base Needs Report accurately reflects the data and satisfies any questions, review any other desired reports or data selected from the Execution Reports or Headquarters Reports menus.

3.4.8.3. If the Working Level Base Needs Report does not accurately reflect the data or generates additional questions, contact the ALC EXPRESS OPR.

3.5. AWP Action Taken – allows SPs to enter information related to AWP actions for actual NSNs. Here the SP can update the Supply Chain Representative (SCR) notification date, AWP Resolution Team (ART) date, and AWP Action Taken.

3.6. Depot Maintenance – IM User roles can update Condemnation Percentage, Non–Job Routed, and Job Routed Replacement Percentage only when the user's ALC is the same as the SOS ALC of the entered NSN.

3.6.1. If the SP is contacted by the Shop Supervisor or is otherwise aware of a change to the Condemnation Percent, use the Data Entry | Depot Maintenance page to update the appropriate value. The Condemnation Percent impacts the quantities of items inducted into the shop to account for expected condemnations.

3.7. Item Maintenance – SPs can update Item Manager codes, Equipment Specialist codes, Production Management Specialist codes, Work Unit Code, and Distribution when the user's ALC is the same as the SOS ALC of the entered NSN.

3.7.1. SPs/MMs can update the organic repair percent when the user's ALC is the same as the SOS ALC of the entered NSN and the Lock Organic Repair Percent checkbox is not checked.

3.7.2. If the SPs has items turned on for the EXPRESS Automated Distribution process, select the Distribution report and review the results.

3.7.3. If the EXPRESS Automated Distribution process must be turned off due to approved extenuating circumstances, use the Data Entry | Item Maintenance page.

3.8. The SPs/MMs will review the EXPRESS Table Quantities Output and/or other EXPRESS reports/tables/pages or screens on a daily basis and make recommended changes to the Scheduler during this time period.

3.9. Supply Planner and production support personnel evaluate resource supportability by using the Supportability Module (**Chap 11**). Supportability is an automated function in EXPRESS that is updated daily to check for carcass, parts, capacity, and funds, to see if the requirements being driven by EXPRESS are supportable.

3.10. SPs have the responsibility to determine if carcasses can be made available if the EXPRESS Supportability Module determines that there are carcass constraints for the NSN.

4. Program Repair Requirements.

4.1. EXPRESS is the standard AF data system that is used to compute repair and distribution priorities and repair execution quantities for programmed repair requirements. Other than EXPRESS, no other tool is authorized to compute repair priorities, repair execution quantities, and distribution priorities, for items considered as programmed repairs.

4.2. EXPRESS is used for all Management of Items Subject to Repair (MISTR) programmed repair requirements, accesses information from multiple systems to generate repair and distribution priorities.

4.2.1. All items processed through EXPRESS must have a permanent MISTR Control Number assigned to them, because the application of funds allocated for the repair is contingent upon the availability of the MISTR control number, which provides a means of identification for allocation of material, reporting labor used and accounting for sales of production.

4.3. When developing repair and distribution recommendations, EXPRESS first supports corporate Air Force priorities (as embodied in Spares Priority Release Sequence (SPRS)) and then uses an optimization technique to achieve weapon system readiness goals.

4.4. This guidance does not preclude local ALC initiatives to define programmed repair requirements for those having fewer than four repair requirements per year.

4.5. Non–programmed workload requirements will be handled on an exception basis, using the AFMC Form 206 T–Job (Temporary Job) process.

4.5.1. For those situations in which necessary information is unavailable for the successful completion of repair (for example, if Source of Repair (SOR) information is blank), EXPRESS functional and system administration personnel have the latitude to use all local means at their disposal to mitigate the impact of missing information.

4.5.1.1. These can include (but are not limited to) the use of local programs to generate information on missing data and provision of that information to the appropriate OPR for the information, so it can be maintained in the source system.

4.6. Manual Intervention of the EXPRESS Table. There may be times when it is necessary for production support personnel to manually intervene with the automated process of developing the daily interface with the D035K MISTR Maintenance Express System (loading the D035K Express Table). This is accomplished in EXPRESS Table Quantities feature within EXPRESS, immediately following the Supportability Module run.

4.7. Each ALC will establish their own manual intervention window.

4.7.1. All file maintenance changes to EXPRESS data during intervention should be made with caution. Incorrect input will result in serious operational problems, data problems, funding problems, and possible erroneous repair drives (local business rules may apply).

4.7.2. During intervention, to ensure meeting the expected daily stock fund burn rate, added stock numbers or quantities must be limited to those which are prioritized above the lowest priority requirement supported by the funding burn rate and coordinated by the Scheduler with the applicable point of contact within the applicable SCMG to ensure equitable repair cost deletes are accomplished.

5. Upper Control Limit (UCL).

5.1. UCL Logic is a tool used by the 448th SCMW to manage enterprise requirements and determine if there are sufficient assets across the enterprise which are serviceable (with the potential for redistribution) and in–work at the depot SOR to satisfy those enterprise requirements.

5.2. The goal of implementing UCL in the EXPRESS execution module is to assure the expenditure of repair resources on items with the greatest need within the enterprise, by preventing expenditure on assets with acceptable serviceable enterprise asset availability.

5.3. Prevention of this expenditure will release those repair resources (carcasses, parts, shop capacity, and funds) for use in repairing other priority needs throughout the enterprise.

5.4. UCL processes during the Working Levels Base Needs Report segment. EXPRESS calculates the Net Repair Objective (NRO) using the assigned UCL factor. UCL is a percentage and is set by 448th SCMW as required.

5.4.1. Using 0.9 or lower will reduce the NRO after UCL, whereas using 1.0 or higher will increase the NRO after UCL.

5.4.2. Assets identified as UCL will appear in the Supportability Report Flagged as a "U" in the Carcass Column and also in the UCL Work sheet report as the qty. flagged in the UCL Flagged Assets column.

5.4.3. UCL assets identified for redistribution are distributed to applicable units by the SP based on direction provided by the applicable 635 SCOW Weapon System Team.

6. Workload not Supported by EXPRESS.

6.1. Non–programmed Workload Support. Workload such as Insurance/Numerical Stockage Objective, low demand items, items that are not Cooperative Logistics Supply Support Agreement, Foreign Military Sales items, and modification/Time Compliance Technical Order items, are classified as non–programmed workloads. Since requirements for repair of those items occur sporadically or infrequently, these actions are executed through development of the AFMC Form 206 T–Job (Temporary Job), rather than via EXPRESS.

6.2. Contract Repair Process. Contract repair can be used to supplement organic capability. The repair process for contract repair items will vary depending upon the Contract Repair Enhancement Program (CREP) tenets applied during contract origination by the Contract Repair Team.

6.2.1. In contrast to the infrastructure developed to support the use of EXPRESS for organic repair, the automated processes are not in place to use EXPRESS for contractually repaired items.

6.2.2. The goal is to use EXPRESS to prioritize repair and distribution of contractually repaired items, when the necessary data system capabilities and policies and processes become available to support this.

6.2.3. In the intervening period, ALCs will have the option of using EXPRESS for contractually repaired items in the most advantageous manner possible.

6.2.3.1. This could involve the use of EXPRESS (either for execution or planning) in combination with legacy systems, to generate a prioritized list for repair and distribution of contractually repaired items.

7. Multiple Sources of Repair (MSOR).

7.1. MSOR items use a combination of organic and/or contract repair such as organic/organic, organic/contract, or contract/contract.

7.2. The MSOR item quantity split is based on historical/estimated percentages.

7.2.1. Once the repair split has been determined and quantities have been calculated, the items are routed to the appropriate organic and/or contract repair sites.

7.2.2. An item identified for repair and known to have more than one source of repair, will be prioritized through EXPRESS based on a specific quantity through the appropriate module (i.e. organic or contractor).

7.2.3. EXPRESS has the capability to apply a percentage workload split to allocate repair between dual sources.

7.2.4. The decision to use this feature in EXPRESS can be made at each individual ALC.

8. EXPRESS Planning Module (EPM).

8.1. EXPRESS contains functionality, which supports the planning process for repair resources. This functionality, which is called the EXPRESS Planning Module, generates forecasts of end–item repair requirements, along with forecasts of the repair resources necessary to support those requirements, over various forecasting horizons.

8.2. EPM functions can be used not only for longer term repair forecasting, but for other functions, such as use of EXPRESS logic for computing quantities for contractually repaired items.

9. Data Services Module.

9.1. The Data Services Module provides the data necessary to support the other EXPRESS functional modules. Functional processes within this module control the data flow in and out of EXPRESS.

9.2. Data input interfaces provide the following types of information.

9.2.1. Daily updates of worldwide asset status, backordered requisitions, and depot repair resources.

9.2.2. Weekly updates of changes to operational tempo and scenario data.

9.2.3. Monthly updates of item interchangeability and substitutability data.

9.2.4. Semiannual updates of item–unique data, such as item descriptions, item demand data, and contract repair data.

9.3. Daily output interfaces provide:

9.3.1. A priority list of repair requirements for funding certification and building project orders via the J025A Automated Project Order (APO) system.

9.3.2. A priority list of reparable assets for movement to depot repair via the D035K Stock Control and Distribution – Wholesale and Retail Receiving and Shipping system.

9.3.3. A list of distribution priorities which is transmitted to the Stock Control System (SCS) for asset distribution.

10. Prioritization Module.

10.1. This module includes the functional processes that determine what should be repaired next, i.e., the NRO.

10.2. Using data provided by the Data Services Module, the prioritization and requirements determination processes are accomplished using a combination of the Prioritization of All Reparable Spares (PARS) Model and the EXPRESS Prioritization Processor (EPP).

10.2.1. An initial priority sequence is generated, by item, for Air Force weapon systems.

10.2.2. Priorities for aircraft–indentured items are based on a mathematical optimization that provides the most improvement in meeting weapon system availability goals.

10.2.3. These computations use operational tempo and scenario data provided by the MAJCOMs, in conjunction with relevant item demand and repair rates.

10.2.4. Priorities for non–aircraft items are computed using base–reported daily demand rate data.

10.3. An integrated priority sequence is created using the Single Prioritization Across Weapon Systems (SPAWS) logic, which reorders initial priorities based on target weapon system percent’s.

10.4. The priority sequence is then further adjusted using the Spares Priority Release Sequence (SPRS), which reorders priorities based on Air Force–directed priorities for specific types of requisitions.

10.5. The final priority sequence assigns a priority to each item needed in the total world–wide requirement. Depot serviceable and in–work assets are allocated to the highest priority needs, and the remaining needs become the prioritized NRO.

11. Supportability Module.

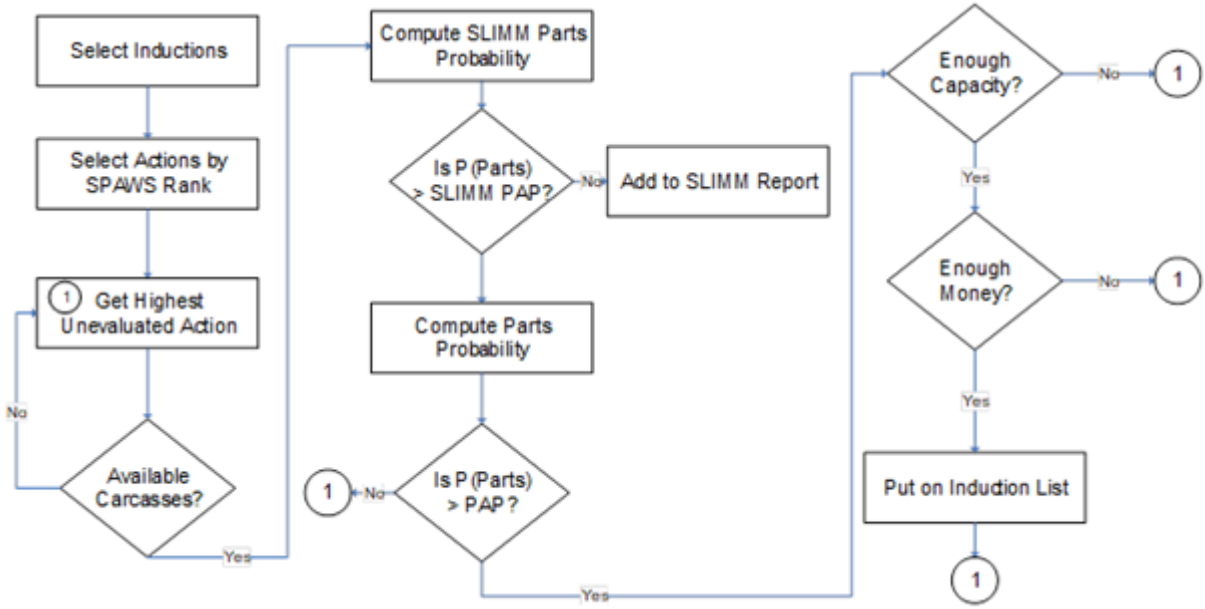
11.1. The EXPRESS Supportability Module (Figure 2) includes the functional processes that determine what can be repaired next.

11.2. Using the prioritized NRO computed by the prioritization and requirements module, the processes in this module determine how much of the NRO can be repaired with available depot resources.

11.3. Each prioritized repair requirement is evaluated as to whether the repair can be supported with available carcasses (reparable assets); replacement parts (recoverable sub– components); shop capacity (trained personnel, equipment, and facilities) and repair funds (financial burn rates). Thus, Supportability is measured in terms of carcass, parts, capacity, and funds. Each of these four resource categories affects a shop's ability to perform the repair.

11.4. The Scheduler provides Manual inputs to EXPRESS per AFSCMAN 21-102 used in identification of parts constraints and inputs information to EXPRESS on available capacity.

Figure 2. EXPRESS Supportability Module Flow.



11.5. Supportability Module Checks:

11.5.1. The first sequential check is Carcass availability, where the system checks for carcasses to drive in for repair.

11.5.1.1. The system checks for reparable assets that is in transit to SOR ALC, other ALC's, contractor locations, and other off–base storage sites.

11.5.1.2. Though EXPRESS has visibility of available carcasses at numerous locations, the system only considers carcasses at the SOR ALC as available for induction.

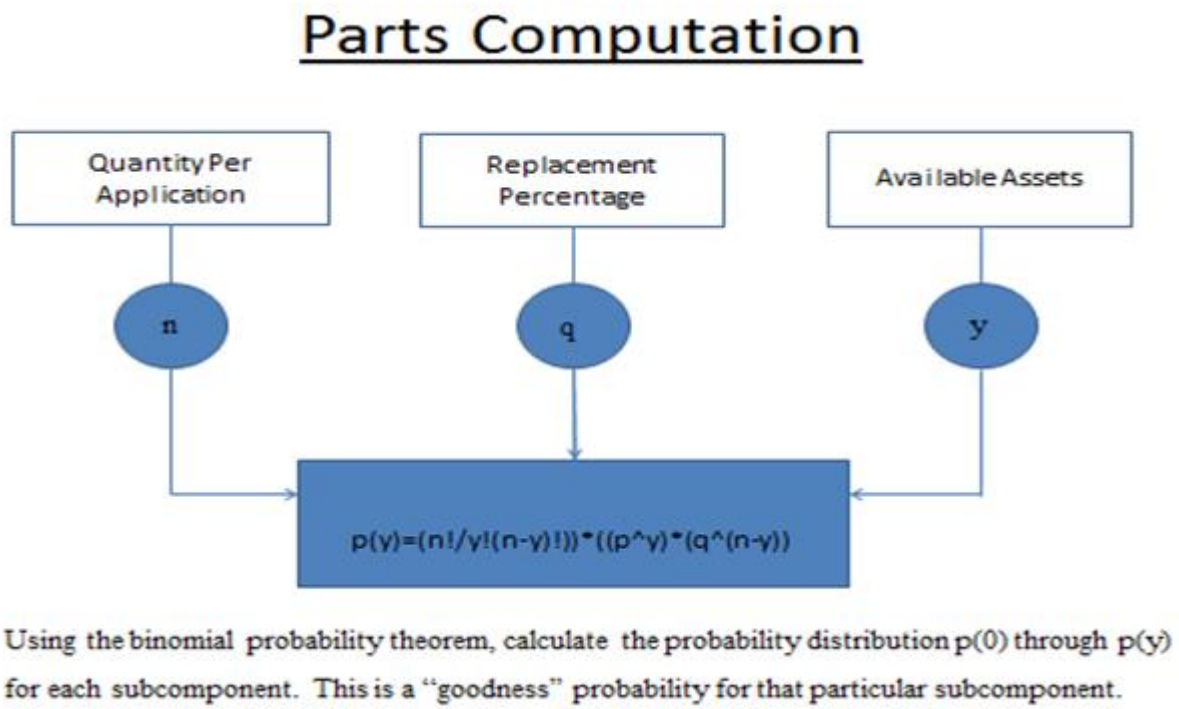
11.5.1.3. When EXPRESS determines that a repair action is carcass constrained, the SP will use the Carcass Constraint tool embedded in EXPRESS to determine if unserviceable carcasses can be moved to the SOR to alleviate the carcass constraint.

11.5.2. Parts Computation. The second sequential check in the EXPRESS Supportability Module is for repair parts. Parts are checked against the Bill of Materials (BOM) imported from G005M to determine the parts required to support repair of the item based upon EXPRESS' prioritized repair requirements.

11.5.2.1. Predetermined Acceptance Probability (PAP) is a managerial determined, numeric field between 0.0 and 1.0 used in the parts supportability process. This threshold governs user confidence that the desired component parts will be on hand to support the repair of an end item. The setting of the PAP is assigned to the Scheduler within EXPRESS and discussed in AFSCMAN 21-102. The PAP is used to stop induction when it is likely there are insufficient parts to support repair.

11.5.2.2. The EXPRESS Supportability Module (See Figure 2) uses a probabilistic model (See **Figure 3**) to determine whether a particular end–item repair action will be supportable for lower level indentured parts.

Figure 3. Parts Computation.



11.5.2.3. The probability on an item being repaired is controlled by the G005M BOM's list of components, the quantity per assembly of each component, the standard replacement percentage of each component, and the number of spare serviceable components on hand.

11.5.2.4. EXPRESS receives BOM updates from G005M NLT the 8th of each month.

11.5.2.5. Assets: EXPRESS obtains the quantity of each part required to support the reparable assets by checking the asset availability utilizing information from AF and DLA data systems.

11.5.2.6. EXPRESS uses in the Supportability computation assets from the following sources:

11.5.2.6.1. D035K (09 Condition Code A + 0A Condition Code A for the local ALC);

11.5.2.6.2. Information from the Defense Logistics Agency (DLA) on assets found in the DLA National Inventory (throughout CONUS DLA storage facilities); Naval Industrial Materiel Management System (Y MIC) balance for the local Routing.

11.5.2.7. The parts availability functions in the EXPRESS Supportability Module will not be used for inducting assets (exceeding the NRO) to rob or cannibalize as a source of supply for repair parts not available through normal supply channels .

11.5.2.8. Shopping List for Materiel Managers (SLIMM) –SLIMM PAP.

11.5.2.8.1. The SLIMM PAP establishes a managerial threshold probability to use when determining which component parts are needed (i.e., missing) in order to reach this threshold.

11.5.2.8.2. The SLIMM PAP does not limit induction; it creates a list of missing components to be used by SPs, showing the parts that are needed to bring parts supportability to the desired level.

11.5.2.8.3. Production Support personnel should set the SLIMM PAP to a level greater than or equal to the PAP. Common practice is for the PAP and SLIMM PAP to be set at the same levels, or the SLIMM PAP set to a higher number. A zero shop PAP should be only a short term, interim situation.

11.5.2.8.3.1. Example: A SLIMM PAP of .75 (75%) instructs the SLIMM process to create a list of all the component parts that are missing (not on–hand) on a particular end item that are needed for the end item to achieve at least a .75 (75%) repair probability.

11.5.2.8.3.2. Higher SLIMM PAPs have more extensive SLIMM lists than lower SLIMM PAPs.

11.5.2.8.3.3. The SLIMM Switch must be set to ON for this process to create a list and a PAP greater than zero must be used.

11.5.3. Repair capacity is the third resource constraint in the sequence of checks in the EXPRESS Supportability Module.

11.5.3.1. Repair capacity can be defined as man–hours available, as well as item–specific constraint criteria. Production support personnel manually input capacity constraint information (available capacity) or set switches to identify the maximum workload which the shop can handle on a given day into EXPRESS as outlined in AFSCMAN 21-102.

11.5.3.2. Capacity management is required to control Work–in–Progress (WIP), the number one rule for Art of the Possible (AoP) maintenance machine management. Uncontrolled WIP drives increased Shop Flow Days (SFDs), increased Working Levels (WLs), and the possibility of increased sparing levels.

11.5.3.3. The Max Item Switch (M–switch) and Quantity should be used as a last resort to manage capacity in a shop. However, the use of the M-Switch may be short-term or long-term. Short-term use of the M-Switch may arise when unanticipated demands occur, testers go down, or flying hours increase due to unplanned contingencies. AoP machines' capacity will need to be resized to keep up with the increased demand. If increased demands persist and outgrow budgeted capacity, the long-term use of the M-switch may be required

11.5.3.4. The Max Item Switch is designed to manage capacity when the "Awaiting Maintenance (AWM) Pipe" or "Repair Pipe" settings are not feasible.

11.5.3.5. The "AWM Pipe" or "Repair Pipe" are appropriate for use at the Production Section Scheduling Designator (PSSD) level.

11.5.3.6. Thereby, it is incumbent that all parties are working to "bust constraints", to include the use of the M–switch.

11.5.3.7. AoP machines' capacity will need to be resized to keep up with the increased demand.

11.5.3.8. If increased demands persist and outgrow budgeted capacity, the long term use of the M–switch may be required.

11.5.3.9. Continuous constraints to EXPRESS drives can skew the priorities computed by the EXPRESS model and can result in suboptimal support to the customer.

11.5.3.10. Transparency shall be maintained between the applicable Supply Chain Management Group and Maintenance Group on the long term use of the M–Switch.

11.5.3.11. Maximum Item Switches and Quantities will be reported in the Exchangeable meeting. Corrective action should be taken to help resolve the circumstances behind the use of the Maximum Item switches and quantities.

11.5.3.12. Representatives of the supply chain community may recommend changes to the Maximum Item settings but the Scheduler has the final authority and is ultimately responsible for induction into maintenance.

11.5.4. The fourth sequential check in the EXPRESS Supportability Module is for available repair cost authority.

11.5.4.1. This information is used to confirm the availability of cost authority loaded in Automated Project Order (APO/J025A) System for organic repaired items.

11.5.4.2. Will generate an on–line Project Order for each SOS/ SOR combination, with data from EXPRESS and G004L.

11.5.4.3. After Project Order build, funds certification and maintenance acceptance, J025A returns the funded file back to EXPRESS to begin the EXPRESS/D035K Express Table load process.

11.5.4.4. If funds certification or maintenance acceptance is not completed within the time allowed, J025A will notify EXPRESS the daily inductions requirements were not funded.

11.5.4.4.1. The EXPRESS/D035K Express Table load process will not be activated for that unfunded daily EXPRESS list.

11.5.4.5. Loading the D035K MISTR Maintenance Express System. EXPRESS (D087X) passes the funded supportable prioritized list to the D035K MISTR Maintenance Express System.

11.5.4.5.1. Functionality resident in EXPRESS (EXPRESS Table Items) is used to view and edit items included in the interface between (D087X) EXPRESS and the D035K MISTR Maintenance Express System.

11.5.4.5.2. Quantities can be increased or decreased for the interface between EXPRESS and the D035K MISTR Maintenance Express system by changing the quantity field on either the EXPRESS Table Items or EXPRESS Table Quantities functions in EXPRESS.

11.5.4.5.3. When changes are made and saved to the quantity and/or change switch fields in the EXPRESS Table Items function, the information will be updated automatically on the EXPRESS Table Quantities view in EXPRESS.

11.5.4.5.4. Loading this list of supportable repair actions from EXPRESS into the D035K MISTR Maintenance Express System expedites the movement of unserviceable assets into the applicable maintenance facility for repair.

12. Distribution Module.

12.1. The EXPRESS Distribution Module uses the output of the prioritization process to determine where items should be distributed once the repair is completed.

12.2. The distribution prioritization logic is based on SPRS and improvement in weapon system availability.

12.3. Under this process, backorders are matched to priorities generated by EXPRESS. EXPRESS generates a file containing these priorities and sends it to the SCS each day.

12.4. For the NSNs included on this file (and turned on in EXPRESS), SCS releases assets based on the priorities developed by EXPRESS.

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Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 23-101_AFMCSUP_AFMCGM 2020-01, *Air Force Materiel Management*, 5 October 2020

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFSCMAN 21-102 *Depot Maintenance Management*, 11 September 2020

Adopted Forms

AF 847 *Recommendation for Change of Publication*

AFMC 206 *Temporary Work Request*

AFMC 321 *C & I Requirements Document*

Abbreviations and Acronyms

AFSC—Air Force Sustainment Center

ALC—Air Logistics Complex

AoP—Art of the Possible

APO—Automated Project Order

ART—AWP Resolution Team

AWM—Awaiting Maintenance

AWP—Awaiting Parts

BOM—Bill of Material

CREP—Contract Repair Enhancement Program

CSRD—Computer Systems Requirements Document

EPM—EXPRESS Planning Module

EPP—EXPRESS Prioritization Processor

EWT—EXPRESS Web Toolkit

EXPRESS—EXecution and Prioritization of REpair Support System

ICP—Inventory Control Point

IMS—Inventory Management Specialist

J025A—Automated Project Order (APO/J025A) System

MISTR—Management of Items Subject To Repair

MM—Materiel Management Specialist

MSOR—Multiple Sources of Repair

NRO—Net Repair Objective

OPR—Office of Primary Responsibility

OWO—Open Work Order

PAP—Predetermined Acceptance Probability

PARS—Prioritization of All Reparable Spares

PSSD—Production Section Scheduling Designator

SCMG—Supply Chain Management Group

SCS—Stock Control System

SFD—Shop Flow Day

SLIMM—Shopping List for Materiel Managers

SOR—Source of Repair

SOS—Source of Supply

SP—Supply Planner

SPAWS—Single Prioritization across Weapon Systems

SPPTY—Supportability

SPRS—Spares Priority Release Sequence

UCL—Upper Control Limit

WIP—Work In Process

WL—Working Level

WSMIS—Weapon System Management Information System

Terms

AWP Resolution Team (ART)—The intent of the Awaiting Parts Resolution team is to drive discussion and root cause analysis by drawing on the experience and knowledge of the various participants (SCRs, Schedulers, Defense Logistics Agency (DLA) Customer Support Specialists (CSS), etc.) to identify and resolve short and long-term parts issues in an effort to reduce AWP

Bill of Material (BOM)—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. It may also show estimated costs.

CSRD (Computer System Requirements Document)—Document which is used to define software changes for data systems currently in–place and operational.

Condemnation Percentage—Percent of items going through depot repair expected to be condemned. This figure is used to reduce the number of unserviceable items that can be repaired successfully.

Daily Demand Rate (DDR) Prioritization—Methodology based on forecasting demands with daily demand rates. Only PARS can generate this priority.

D035K Maintenance Express Table (MISTR)—Capability that is currently in D035K. The system provides the needed information to the Express Table electronically. This includes information on National Stock Numbers, condition code, production number, asset quantity, location, and some additional information.

EXPRESS Prioritization Processor (EPP) —Provides the requirements identification and the deepest–hole prioritization methodologies to the systems and integrates DRIVE model priorities with the W/L concept.

Item—**D**esignated NSN that can be repaired or used in the repair of an exchangeable item.

Job Routed (JR) Replacement Percentage—Percentage indicating the number of times a JR SRU is condemned and needed to support the Next Higher Assembly (NHA) repair. Legacy system source: D200

Management of Items Subject to Repair (MISTR) (G019C) —Collection of logistics management systems dealing with depot repair; a bridge between the requirement computation and the actual induction/production of an exchangeable item. MISTR involves five primary processes: depot repair requirements determination, repair workload negotiation, component parts requirements determination, repair performance reporting, and financial management.

Net Repair Objective (NRO)—Number of assets that need to be inducted and repaired. This number is derived after available assets have been conceptually allocated to the needs.

Non—**Job Routed (NJR) Replacement Percentage** – Percentage of time a Shop Replaceable Unit (SRU) is NJR and needed to repair a parent Line Replaceable Unit (LRU) and the SRU will be ordered through the supply system. Legacy system source: D200

Organic Repair—Programmed DREP workload as defined as workload assigned a permanent control number, assigned and maintained in accordance with AFMCM 65–293.

Prioritization of Aircraft Reparable Spares (PARS)—Mathematical methodology that uses marginal analysis to prioritize repair and distribution of assets to the end users. The distribution is executed either from the CSI or directly from the repair source. The PARS logic considers base flying activity, asset position, and AA goals as established by Air Staff.

Repair/Overhaul Decision Process—EXPRESS logic that determines which programmed demands to repair first and whether an asset will be inducted that day. EXPRESS uses multiple systems to obtain item specific data including the Daily Demand Rates and specific WSMIS MAJCOM Scenario Subsystem (WMSS) data. EXPRESS will generate a complete list of all programmed repair actions on a daily basis for organic items and for CREP. Non–programmed workload requirements will be handled on an exception basis.

Single Prioritization Across Weapon Systems (SPAWS) —the prioritization method within EXPRESS that merges each of the weapon system priority lists into a single prioritized list across all weapon systems (indicated by rank and support indicator). The Scheduler uses this rank to make repair induction decisions for a specific NSN to support field–level requirements.

Source of Repair (SOR)—Facility that performs repair. In this context, repair has a very broad interpretation. These facilities do other work that is not strictly repair, including work like inspections, testing, modification installation, manufacture, and calibration. The purpose of this work is usually to keep systems and equipment operational, so this work is sometimes described as maintenance services.

Spares Priority Release Sequence (SPRS) —A methodology used for both repair and distribution on how the most important Air Force needs should be prioritized.