Background

• **Support challenges for DLA…**
  – Difficult to forecast, time-change items, long lead times, small supplier base, extensive testing requirements

• **Customer Perspective…**
  – Delivery dates too far out
  – Awards to suppliers with known quality issues
  – Waive FATs over Service objections
  – Can’t get traction with emergency buys

• **Industry Perspective…**
  – Too many touch points and time associated with FATs/PLTs
  – Communication is lacking
  – Expend effort only to see PRs disappear
  – DLA not responsive to inquiries

Parachute Support Improvement IPT established (July 2014)!!!
Parachute Support Improvement IPT

- Focus is on...
  - Intensive management of Service ‘Hot List’ items
  - Fixing the Process
- Dissection of end-to-end process...

IPT Solutions

<table>
<thead>
<tr>
<th>Process Buckets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Define the Requirement</td>
</tr>
<tr>
<td>‘Hot List’ identification from each Service</td>
</tr>
<tr>
<td>Monthly validation of anticipated future use</td>
</tr>
<tr>
<td>Develop the Support Plan</td>
</tr>
<tr>
<td>Monthly Supply Plan validation</td>
</tr>
<tr>
<td>Urgent and Compelling PRs where needed</td>
</tr>
<tr>
<td>Execute the Acquisition</td>
</tr>
<tr>
<td>Changes to Contract Language</td>
</tr>
<tr>
<td>Expedites/Weekly calls with Suppliers</td>
</tr>
<tr>
<td>Engaged with ESAs/Labs to shave/waive Testing</td>
</tr>
<tr>
<td>Toolset and ‘Czar’ for monitoring testing ‘gates’</td>
</tr>
</tbody>
</table>
# Service ‘Hot Lists’

**Future Use and Supply Plan Validation**

<table>
<thead>
<tr>
<th>Army NIIN</th>
<th>Description</th>
<th>DLA Monthly Forecast/Use</th>
<th>Note</th>
<th>Usage Change from Last Month</th>
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<tbody>
<tr>
<td>015674708</td>
<td>DEPLOYMENT BAG ASSY</td>
<td>400</td>
<td>JDA Monthly Forecast, DP’d at Avtn</td>
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<tr>
<td>015352233</td>
<td>HARNESS ASSY, T-11</td>
<td>81</td>
<td>JDA Monthly Forecast, DP’d at Avtn</td>
<td>-9</td>
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<tr>
<td>015352252</td>
<td>STATIC LINE MODIFIER</td>
<td>968</td>
<td>JDA Monthly Forecast, DP’d at Avtn</td>
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<td>013303747</td>
<td>PILOT CHUTE, MAIN</td>
<td>46</td>
<td>JDA Monthly Forecast, DP’d at Avtn</td>
<td>-8</td>
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<tr>
<td>013352228</td>
<td>MAIN PACK TRAY, PERS</td>
<td>196</td>
<td>JDA Monthly Forecast, DP’d at Avtn</td>
<td>-4</td>
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<tr>
<td>014696418</td>
<td>LINK ASSEMBLY, SMALL</td>
<td>TBD</td>
<td>JDA Monthly Forecast, DP’d at Avtn</td>
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<tr>
<td>015352244</td>
<td>LOOP, CLOSING ASSY</td>
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<tr>
<td>015609155</td>
<td>CLOSING LOOP 2 PIN</td>
<td>TBD</td>
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<tr>
<td>014695471</td>
<td>BAND, ELASTIC, PARACHUTE</td>
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<tr>
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<td>401</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Navy NIIN</th>
<th>Description</th>
<th>DLA Monthly Forecast/Use</th>
<th>Note</th>
<th>Usage Change from Last Month</th>
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<tbody>
<tr>
<td>014672054</td>
<td>HARNESS PERSONNEL P</td>
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<tr>
<td>015258993</td>
<td>CANNISTER, DROGUE AS</td>
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<tr>
<td>015023319</td>
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<tr>
<td>014672050</td>
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<td>Future forecast not warranted; DP’d at Avtn</td>
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<tr>
<td>015023382</td>
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<tr>
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<td>JDA Monthly Forecast (GDP), DP’d at Avtn</td>
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<tr>
<td>014672033</td>
<td>CLOSING LOOP ASSEMBLY</td>
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<td>ADQ/12 (AAC Z)</td>
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</table>

<table>
<thead>
<tr>
<th>Air Force NIIN</th>
<th>Description</th>
<th>DLA Monthly Forecast/Use</th>
<th>Note</th>
<th>Usage Change from Last Month</th>
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</thead>
<tbody>
<tr>
<td>012363820</td>
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<tr>
<td>012505468</td>
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<td>JDA Monthly Forecast, DP’d at Avtn</td>
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<td>007792967</td>
<td>PARACHUTE AIRCRAFT,</td>
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<td>AAC H, no monthly forecast, so using ADQ/12</td>
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<tr>
<td>010034535</td>
<td>PARACHUTE DROGUE</td>
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<td>008333311</td>
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<td>RIBER ASSEMBLY</td>
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<td>ADQ/12 (AAC Z, Next Gen)</td>
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</tbody>
</table>
Contract Language Changes

- Geared towards reducing touch-points & time...
  - ESAs/Post Awards added language to notifications to Suppliers and QALIs indicating that DCMA QAR has authority to approve LOTs if Supplier has conformed to recommendations in conditional approval
  - Pre-award added statement to contracts to allow ESA to talk to suppliers directly for clarifications, but anything requiring changes to be addressed with Contracting Officers
  - Requirement in contract language for Supplier to notify Lab and Contract Administrator when shipment made (to include tracking information)
Gated Test Process

• 3 Major Gates
  – Manufacturing (Vendor drives schedule)
    • Contract award to delivery
  – Testing (Lab drives schedule)
    • Delivery to test report
  – Post test (Product Specialist and Contract Admin drives schedule)
    • Receipt of test report to vendor notification

• Management doctrine
  – Manage by open contract test CLIN
  – Engage on outliers and exceptions
  – Established timeframes per CLIN
  – Visibility of test CLIN by gate

Escalate when Gates are busted!!!
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  • 804-279-6771
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    • 804-279-4293
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  – Chief, Product Assurance Branch
  – FAT/PLT “Czar”
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    • 804-279-4098

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ADEST

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    • 760-939-26524490
John Drake
Paul Runnells
Aaron Perry

Naval Air Warfare Center, Weapons Division
China Lake, CA
China Lake is the ESA for all Parachutes, Harnesses, and Related Equipment

Authority for all Changes to Equipment

Review Deviation Waiver Requests and Accept or Reject

Engineering, Mishap Investigation, QA Lab

Provide Information to the Fleet, DLA, and Manufacturers
- Engineering, Design, Test & Evaluation and QA Lab all in one location

- Turn around most inspections within 1 – 2 weeks

- Shipping/Receiving can be slow. Provide shipping information whenever possible to ensure timely receipt of samples
The Navy will only support waiver of FAT on a case by case basis.

The Navy does not support waiving PLT.

We understand that production lot sizes may be dependent on demand, but recommend smaller production lots.

- Recently received 5 parachute samples for PLT, the data plate was on the incorrect gore, and the lot was rejected. The samples were selected from a lot of 354. The manufacturer has to correct the defect on all canopies, if the lot size was smaller, the manufacturer may have incurred less cost, the repairs could have been completed in less time, and the finished product could have been delivered earlier.
Examples of Discrepancies
UNTRIMMED THREAD ENDS
SUSPENSION LINE CAUGHT IN STITCHING
SUSPENSION LINES TACKED TOGETHER
CLAMP LEFT ON ORAL INFLATION VALVE
SAFETY PIN ATTACHED TO PILOT CHUTE
Questions?
<table>
<thead>
<tr>
<th>Paul Runnells</th>
<th>Aaron Perry</th>
</tr>
</thead>
<tbody>
<tr>
<td>760-939-2652</td>
<td>760-939-9022</td>
</tr>
<tr>
<td>DSN 437-2652</td>
<td>DSN 437-9022</td>
</tr>
<tr>
<td><a href="mailto:Paul.runnells@navy.mil">Paul.runnells@navy.mil</a></td>
<td><a href="mailto:Aaron.perrry@navy.mil">Aaron.perrry@navy.mil</a></td>
</tr>
</tbody>
</table>
AFLCMC/WNUV

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• Marwan Yadak  
  – Chief, Materials and Textiles Laboratory  
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    • 937-656-8979
The Way Ahead

• Parachute Summit 2015
  – July TBD

Continuous Process Improvement!
Visibility and Accountability