

THE DEFENCE LOGISTICS SUPPORT CHAIN MANUAL JSP 886

VOLUME 3 SUPPLY CHAIN MANAGEMENT

PART 317 SQUADRON STORES, FORWARD STORES AND CAROUSEL MANAGEMENT (Formerly JSP 886, Volume 13, Leaflet UT 8/3)



MINISTRY OF DEFENCE

VERSION RECORD		
Version Number	Version Date	Version Description
1.0	01 Jul 08	Initial Publication as a Legacy Document.
1.1	20 Oct 09	Complete Rewrite.

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SECTION 1 - UT 8/3 - SQUADRON STORES, FORWARD STORES AND CAROUSEL MANAGEMENT PURPOSE

1. The purpose of this leaflet is to detail the procedures to be followed when operating a Squadron or Forward Store, the Roles and Responsibilities of a Supplier in the Customer environment and carousel management.

SQUADRON OR FORWARD STORES

2. **Function.** A Squadron or Forward Store should be used when a Unit identifies a need to locate a Supplier in the Customer environment and when it is necessary to provide supply support where geographical location makes it impracticable or unnecessarily expensive to supply day-to-day requirements direct from the Main Supply Squadron. The workload should be sufficient to justify the number of personnel employed to operate the store as they will be included in the Supply Squadron establishment.

3. **The Role of the Supplier in the Customer environment.** The Role of the Supplier in the Customer environment is to provide accurate and timely Logistics advice and information to the Customer. This will assist the Customer in the planning and decision making process to achieve the required operational output. An appreciation of Supply Chain Management (SCM) principles is essential, therefore ensuring that the Supply Chain is accurately primed to support the operational output. Paragraphs 7 – 10 detail the core activities of the post.

4. **Stock Levels.** To ensure that the time of a Supplier in the Customer environment is not dominated by stock holding activities, it is recommended that Units minimise stock held forward to mission essential equipment only and those that generate the greatest operational effect or 'sortie winning' items. Single point holding of equipment is feasible for certain platforms and Units, where this is the case then Units should endeavour to hold this stock as close to the Customer as possible. However, it is also recognised that Units operating a single platform in multiple locations should hold hi-use equipment in each Customer location.

5. **Squadron Store.** A Squadron Store will have IT support and will operate as a Dispersed Site in accordance with the procedures laid down in JSP 886 Volume 3 Part 316.

6. **Principles of Storage.** All equipment within a Squadron Store is to be stored in accordance with the principles of storage as operated in main Supply Squadron. Also see JSP 886 Volume 8 Parts 1 and 2.

AREAS OF RESPONSIBILITY

7. **Demand Management.** The Supplier will be responsible for all aspects of demand; to include the vetting, placing and reviewing of the demand; all demand procedures are laid down in JSP 886 Volume 4 Part 321. The (UK) Deployed Inventory Management System ((UK) DIMS) has been designed to support the whole demand management process. They will also be responsible for the day to day management of Individual Aircraft Accounts (IAA) (legacy AC inventories), including the supervision of AC moves and Role changes, highlighting any outstanding demands or returns to be addressed. Procedures for the management of IAA's are laid down in JSP 886 Volume 4 Part 316.

The Supplier can also provide valuable advice, to all end customers, on the management of other types of Inventories in use.

8. **Priming of the Reverse Supply Chain.** Responsible for confirming the availability of the correct asset/s for return, using focussed hastening provided by (UK) DIMS. They will also carry out quality checks on equipment that is to be returned; ensuring that the equipment is correctly packaged and all documentation / conditioning paperwork completed correctly, IAW JSP 886 Volume 3 Part 301 and that LITS and MJDI processing has been completed.

9. **Customer Interface.** Ideally the Supplier would be best situated within Rectification Control to ensure that they are aware of the 'whole picture'. Whilst sitting alongside the Rectification Controller they will have the opportunity to ensure all ADF/LIM requirements are identified and that stock held for future fitment is controlled. If this is not a viable option, then they should attend the daily HO/TO briefs to ascertain the priority of the day, maintaining constant 2 way communications (customer/supplier) and advising the customer on items for return.

10. **Management of C Store Carousels and Consumables.** They will be responsible for demanding equipment for the carousels / kanbans. However, the responsibility for triggering the demand remains solely with the Customer. Where practicable the Supplier can also manage a small stock of consumable items such as kimwipe, bags, tape, brushes etc.

CAROUSEL MANAGEMENT

11. There are 5 main areas to consider for the management of carousels: scaling, review, storage, check and demand. The guidelines for each can be broken down as follows;

a. **Scaling and Review.** A line diagram for the process is at Annex A. An Oracle print is to be obtained to show hi-use items by activity area (using Inventory codes).

(1) Review the print with existing carousel list.

(a) Determine the quantities to be held and scale the carousel to the requirement and not to the PPQ.

(b) It is recommended that a maximum 28 days worth of stock is held, split 14/14 days.

(c) The size of equipment required at point of use or size of storage media available should not influence the criteria for inclusion into the scale.

(2) Present the reviewed list of additions or deletions to the Customer for endorsement and agreement.

(3) Update the carousel master list with any amendments to quantities, additions or deletions.

(4) Units that operate single platform, multi squadron, should endeavour to mirror the carousel holding in each Customer location.

(5) Consider different carousels for different activities within the same area (For example P*, minor).

(6) Link carousel equipment list to a master list, to be held centrally, for aide memoir and review purposes.

(7) A review of the carousel demand history is to be undertaken every 3 to 6 months to ensure the carousel scale remains current and correct.

b. **Storage.** Carousels are to be held in the Customer environment.

(1) A contents / index list is to be visible on the storage media.

(2) If the equipment is issued from the SHG as a split PPQ a Form 3910 is to be issued and stored with the equipment IAW JSP 886 Volume 3 Part 314.

(3) Procedures for the management of elastomeric items are detailed in JSP 886 Volume 8 Part 1 Section 4.

c. **Checking and Demand.** A Line Diagram for the Process is at Annex B. There are to be weekly checks for demand triggers and it is strongly recommended that the Red and Green card/bin trigger system is adopted for standardisation.

(1) The responsibility for instigating the demand trigger remains fully with the customer, by turning the card / bin to red.

(2) The set quantities are to be demanded in response to the demand trigger.

(3) Record the demand triggers on a simple checklist which is a mirror of the carousel index/contents list, with set quantities to be demanded.

(a) The check list proforma is to be locally produced using Annex C.

(b) It is suggested that the sheet is annotated by striking through the box, once for demand and then again (making a cross) when the equipment arrives.

(c) This will highlight if a demand is outstanding (OI/OU/OM) which will prompt further investigation through the Supply Chain Management Cell / Central Demand Cell.

(d) The demand check list will also be able to highlight if the equipment is being demanded more or less frequently, which would suggest that the carousel scale for the equipment is not correct, prompting the scale review process.

12. For Units that have carousels in areas that do not have a Supplier within the customer environment, it is recommended that they utilise the forward delivery section to carry out the weekly checks on these carousels.

MANAGEMENT OF C STORE CAROUSELS IN THE DEPLOYED ENVIRONMENT

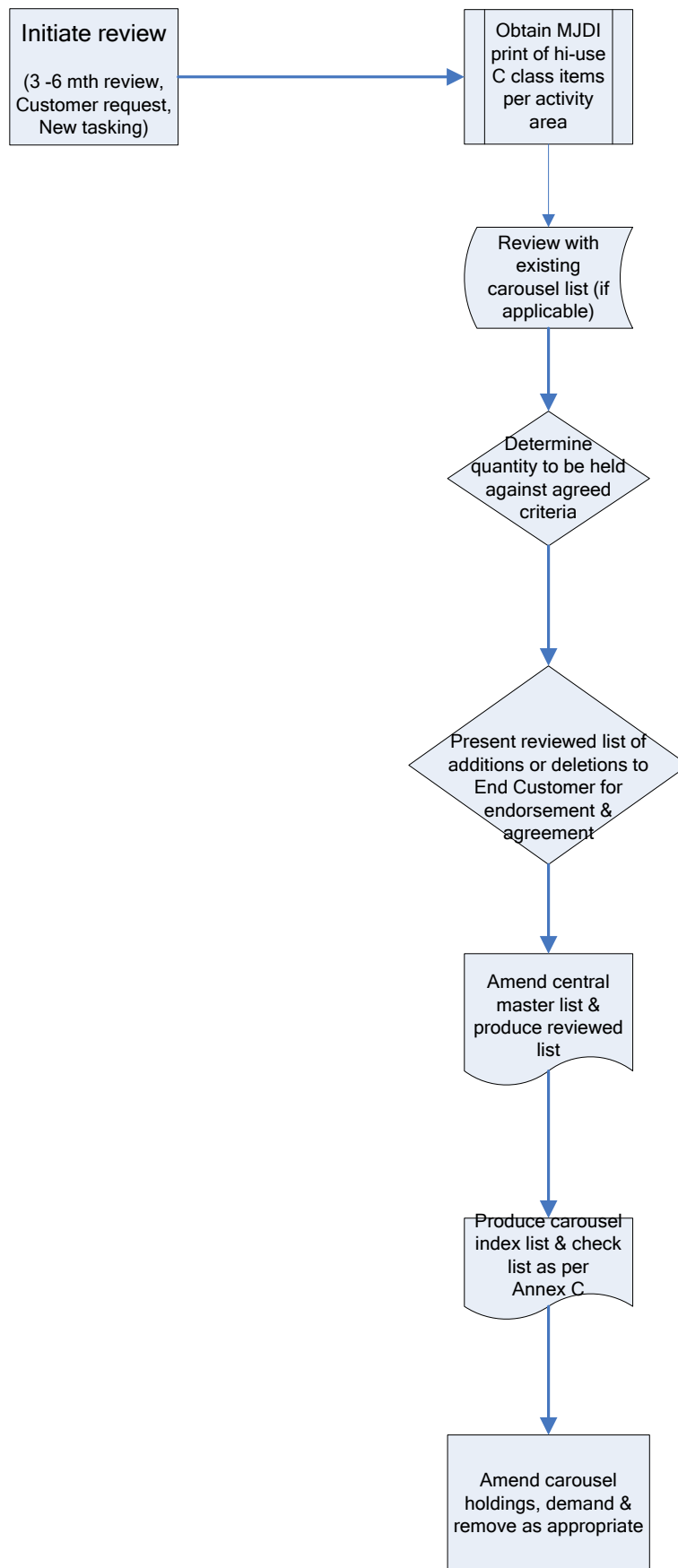
13. The management of carousels in the deployed environment should mirror the process that is in place within the MOB, the only difference being that the carousel should be held in the Supply section and not in the customer domain.

14. Equipment that is held in the deployed environment is classified as Deployed Inventory (DI) as per the instructions laid down in AP100C-75 Chap and is to be proactively managed using (Theatre) DIMS

a. The following considerations are to be borne in mind when planning for deployment:

- (1) A mirror carousel can be held ready for deployment if there are sufficient assets available.
- (2) The equipment can be held off stock charge whilst on MOB.
- (3) Equipment will be brought on charge for enduring Ops (DI) and will be managed IAW the DI policy detailed in AP100C-75 Section 4.
- (4) Assess any additional deployment requirements, such as any extreme climatic conditions and the effect it may have on maintenance requirements.
- (5) Assess the possibility of any depth maintenance requirement.
- (6) It is recommended that a minimum of 2 months worth stock is held.

ANNEX A - SCALING AND REVIEW



ANNEX B - CHECKING AND DEMAND

