

Minutes

Parts Standardization & Management Committee (PSMC) Conference
(Joint PSMC and PMR IPT Meeting)
Westward Look, Tucson, AZ
November 13 – 16, 2006

The meeting Agenda is included in these minutes at **Attachment 1**.

November 13, 2006

The joint meeting of the PSMC and the Parts Management Reengineering Integrated Product Team (PMR IPT) began with introductions by the PSMC Industry Chair from Boeing. The sign-in sheet is included in these minutes at **Attachment 2**. The DLA Chairperson and the Military Chairperson were also present. The PSMC Industry Chair noted for the entire group that the PSMC website address is <http://www.dsccl.dla.mil/Programs/psmc/>

A review of the last PSMC meeting, held in April 2006 in Dallas, TX, covered the status items for the group, to include information regarding the PSMC Executive Committee which meets between PSMC meetings. The survey results from the last PSMC meeting were presented. This presentation is included at **Attachment 3** (stand alone file).

The PSMC charter subcommittee chair announced to the group that the PSMC is now chartered by DSPO. DSPO said the PSMC is an advisory group to DSPO, a standing (not ad-hoc) group, and it influences and supports parts management efforts and initiatives within DoD. The signed charter is included at **Attachment 4** (stand alone file).

The Director, DSPO, presented “**Future Look of DOD Parts Management.**” This presentation is included at **Attachment 5** (stand alone file). He provided an update on briefings given in support of a new DoD parts management policy. He stated that the PMR IPT and the PSMC must function as a collaborative team. He addressed future steps, including incorporating Parts Management (PM) into all Systems Engineering (SE) process areas including configuration management, audits, and milestone reviews; making PM a requirement in all new DoD contracts while not dictating how contractors perform PM; developing and providing useful tools for contractors and having the right information in the tools for them to be ‘self-help’ tools. He mentioned challenges such as ensuring that DoD continues to have broad industry support, and that all involved can work within the significantly constrained travel budgets. He concluded by reiterating that the PSMC will be in existence long after the PMR IPT is finished with its work, and – in the long term – the group might consider merging the DMS/MS working group with the PSMC due to their inter-relationships.

DSPO presented “**Parts Management Reengineering TLCSM Executive Council Update 05 Oct 06.**” This presentation is included at **Attachment 6** (stand alone file).

The Director, DSPO, originally presented this briefing to the TLCSM EC. DSPO discussed the briefing and also stated that the PMR IPT has a SE DoD representative.

The Missile Defense Agency (MDA) presented “**Parts, Materials, and Process Mission Assurance Plan (PMAP).**” This presentation is included at **Attachment 7** (stand alone file). He cited the need to publish ‘tools’ for PM as soon as possible since there is no standard approach or set of PM tools available right now. The MDA now has its own agency-wide PM plan as well as an agency-level funded center of excellence that includes a parts review board with members from across programs. Counterfeit parts are of major concern for the MDA’s critical systems. The next steps for the MDA include: a letter of support to be signed by the commanding General, a roadshow planned for 2007, and plans to meet with all prime contractors and to educate them on where the MDA is moving and also to gather feedback from the contractors.

The DSPO portal team chairperson presented “**PMR IPT Portal Team.**” This presentation is included at **Attachment 8** (stand alone file). She indicated that there was a replacement of the co-chair for the PMR IPT Portal Team. She provided background regarding PMRWG recommendation #3, the portal concept being developed, the approach, accomplishments, and the way forward.

The group received an update on the PMR IPT **Policy and Contracting Team**. The group agreed they need to find a way to get DoD Systems Engineering more actively engaged. The group discussed how it can share documents with the PSMC, including using the Air Force Knowledge Sharing Portal, GIDEP, and other collaborative tools. This presentation is included at **Attachment 9** (stand alone file.)

*Action Item: DSPO and the Director, DSPO, agreed to get the policy memo signed by the appropriate persons.

*Action Item: PSMC and PMR IPT will review the draft standard.

*Action Item: DSCC agreed to post documents from meeting on the PSMC website. These items include: Draft Standard, Draft DID, Draft 5000 series language, Draft Instruction, Draft SD-19, Draft Sample Parts Management Plan, cleansed briefings presented, and others.

The Systems Engineering team chairperson presented “**Systems Engineering Team Status Brief.**” This presentation is included at **Attachment 10** (stand alone file.) He shared the highlights of a recent INCOSE meeting. The group discussed the need to migrate the existing Air Force KSP Parts Management Community of Practice to another more accessible location, due to new AF KSP CAC card requirements.

The SE team chairperson also noted that the DMSMS community’s effort was funded, and this is what happens when people at the right level are involved in an effort within DoD. The group agreed that the aim is to keep Systems Engineering and Parts Management integrated in all relevant documentation.

*Action: Find option to migrate AFKSP content to other non-CAC Card required access online collaboration tool.

*Action Item: SE team chairperson asked that the PMR IPT DoD SE representative send roadmap information to him.

November 14, 2006

DLA presented “**Technical Data Modernization & Impacts on Parts Management.**” This presentation is included at **Attachment 11** (stand alone file). She noted that tools within the proposed portal are among the most important issue in the PMRWG recommendations. She provided an update on DLA’s technical data modernization effort and the impact on DLA’s part management initiatives. She explained her role within DLA and the BSM effort, and elaborated on Product Data Management Initiative (PDMI) which launched on October 10, 2006. She discussed tracking counterfeit parts and the shared data warehouse. As more of the DoD moves to SAP, these tools will improve data sharing, provide more complete information on part characteristics, sales, etc., and ultimately be linked to the LCPC KSP toolset. She noted that the reporting capability within her area can be tailored to provide reports and templates that would assist in Parts Management, and could enable workflow to include product specialists when assistance is needed. She discussed issues with information from MPCASS and SAMMS (DLA will close down SAMMS in 2007.) The Director, DSPO, stated that since many MPCASS functions will be addressed in the new data environment, we need to assess what from MPCASS needs to be retained.

*Action Item: DLA will try to synchronize priorities with PDMI to align better with the parts management reengineering initiatives.

*Action Item: The Portal Team will look into the PDMI Master Record and undertake mapping it to the LCPC requirements, seeing what data is there and how we can use the data.

PartSolutions, presented “**Cataloging & Managing Standards - Reducing program costs and improving product quality through Standardization and Reuse.**” This presentation is included at **Attachment 12** (stand alone file). PartSolutions explained that his solution was complementary to the IHS product but not a part of it. He pointed out that there is little motivation to follow a standard for part selection and that there is a long cycle-time to adopt a new standard. He presented the benefits gained by using his tools. More information may be found at www.part-solutions.com.

DSPO (DMSMS representative) suggested that once industry partners see the new tools that are being developed, they may be more willing to share their parts data. The idea of a pilot program was suggested as a way to show the potential benefits of using such tools.

Boeing presented “**Standards as Digital Data for the Aerospace and Defense Industry.**” Persons interested in this presentation should contact a PSMC chairperson. The topic was how to transform information from hard copy documentation to more useful digital forms. One key is data should be captured once, never thrown away, and managed holistically. Many documents contain process specifications, indirect references, and other confusing information that is ‘locked’ into the documents and that needs to be interpreted and re-keyed into different formats. While this is difficult, doing so could result in millions of dollars of savings each year. Industry needs the standards developing organizations to standardize on a common digital data definition, which would enable collaboration between suppliers, customers, and partners. The aerospace industry needs a standard for common aerospace commodities.

Wednesday afternoon – The various PMR IPT groups held break-out sessions. The systems engineering and policy and contracts teams met together. Members from the PSMC participated in the PMR IPT groups. The sign-in sheet from combined SE/PC breakout session is included in these minutes at **Attachment 14** (stand alone file).

November 15, 2006

The groups reported the results of the breakout sessions.

The IPT discussed PSMC and PMR IPT rules, roles, and responsibilities.

The group agreed that:

- Team meetings should occur more frequently, but in a virtual environment.
- PSMC should take a lead in marketing and some related efforts
- The group IPT uses a ‘divide and conquer’ approach to accelerate achievement
- Industry participants should be actively involved

*Action Item: SE team chairperson and members from GIDEP will discuss requirements for an online collaboration tool.

*Action Item: The group will produce a concept paper that should be signed and endorsed by both the PSMC and the TLCSM.

*Action Item: The IPT will synchronize various working groups with respect to concept paper content, terminology, and approach. An IPT member needs to be named to keep track of this effort.

*Action Item: Each of the three teams will create an updateable briefing to track team progress and for bringing new participants up to speed.

*Action Item: LMI will contact LMI personnel regarding the updating DoDD 4140.1R to determine if more parts management references can be inserted.

DSPO (DMSMS representative), presented “**DMSMS Community Status of Activities.**” This presentation is included at **Attachment 15** (stand alone file). He provided an introduction on how the DMSMS community got started, reviewed their objectives and organizational structure, and provided an overall status of the group. He noted the group needs an entree into the depots, and also needs to elevate their community’s conference to a ‘TLCSM Executive Conference’ level, which is slated for November 2007 (not a firm date.)

DSPO (DMSMS representative) stressed that the group must actively pursue awareness and education. People need access to the ‘magic words’ for contracts and these should be in an appropriate database. In addition he stated that NATO is looking for pilot projects with respect to data exchange, IT infrastructure, and shared fiscal responsibility.

*Action Item: DPO (NATO representative) will convey information on AC327 (ISO – 10303) to DSPO (DMSMS representative), as well as share lessons learned as a result of her NATO work.

Honeywell presented “**Honeywell PMP.**” This presentation is included at **Attachment 16** (This presentation will be provided separately at a later date.) He stressed that compatibility with the manufacturing process is key, and that configuration control is increasingly difficult – especially in the aerospace and avionics arenas due to lead-free requirements.

Honeywell also presented “**Lead-free Electronics in Aerospace Systems**”, created by Boeing Phantom Works. This presentation is included at **Attachment 17** (stand alone file). He said that over time, using all lead-free parts will be much less expensive, and that if industries stay in the tin world their costs will become completely unmanageable. He cautioned against up-rated parts, counterfeit parts, and ‘mature’ parts. He also indicated that various standards are pulling the industry in different directions with respect to how they approach this issue. He identified sources of risk and variability (found on slide #38), and noted that up-screening can be done as part of up-rating but not the other way around.

LMI facilitator stressed the importance of designing for technology refresh and that doing so is an important element of parts management. Honeywell agreed that designing a product to be evolutionary in nature is not as high a priority as it should be. He also noted that the design cycles for throw-away parts are completely different than for repairable items, and that the aerospace industry is very close to designing for throw-away parts.

The topic of lead-free requirements for OEM’s was discussed. A key issue for lead-free electronics in aerospace systems is configuration control during the transitional period. There is no consensus on reliability assessment methods for high performance electronics. The take-away from this presentation is that the repair shop must know the alloys it is dealing with! The presentation included many examples of tin whiskers, and it was noted that tin whiskers can grow at almost any rate – from a minute to 18 years.

Several standards were mentioned, including: ARINC 671, GEIA-HDBK-0005-3, and GEIA-HDBK-0005-1. He suggested that the IPT should read and, as appropriate, use these standards.

*Action: Honeywell will provide sanitized version of his presentation to LMI and DSPO.

The PSMC Industry Chair from Boeing concluded the meeting by thanking everyone for their participation. The next meeting of the PMR IPT is scheduled for January 23 – 25, 2007, at LMI in McLean, VA.