

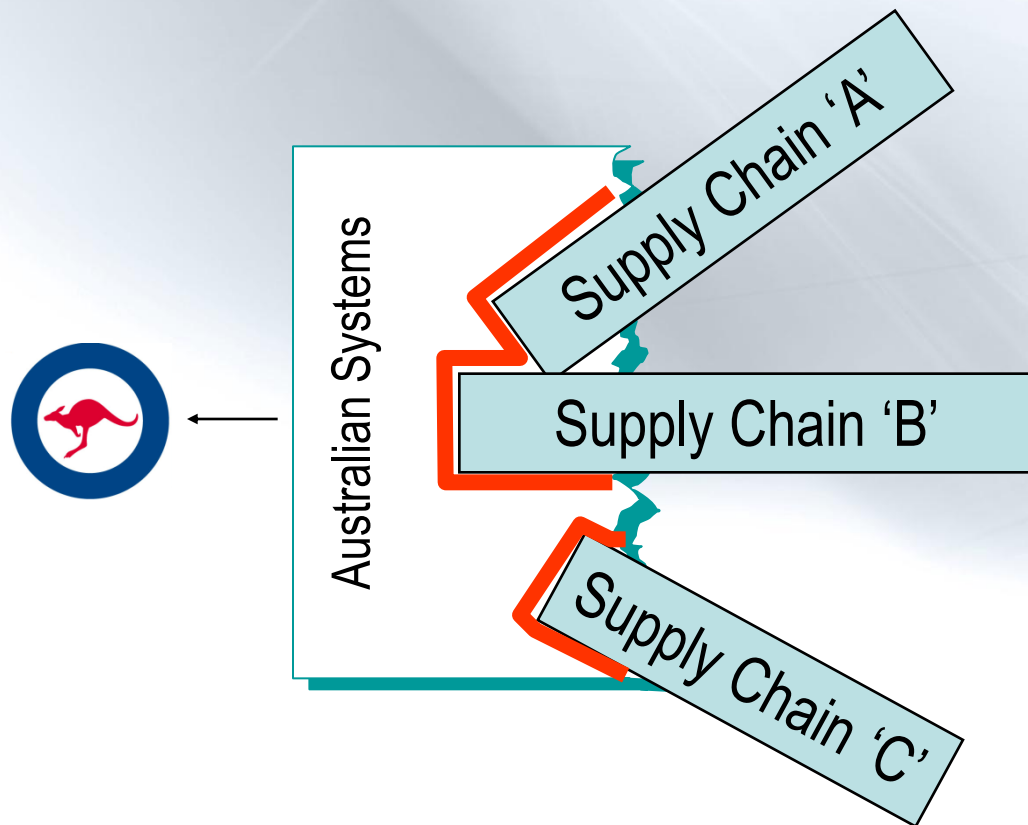
Aerospace Supply Chains in a Global Environment

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System Development & Review

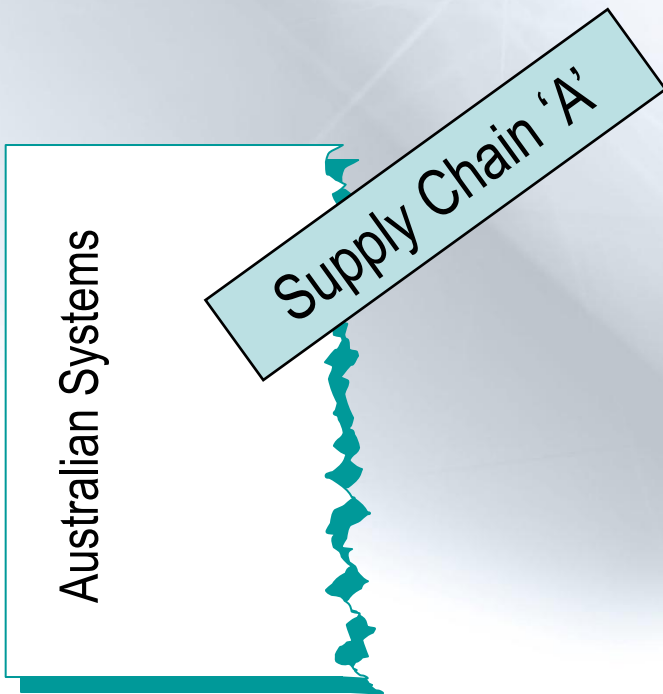
Aerospace Systems Division
Defence Materiel Organisation

How will future Supply Chains fit with Australian Systems ?



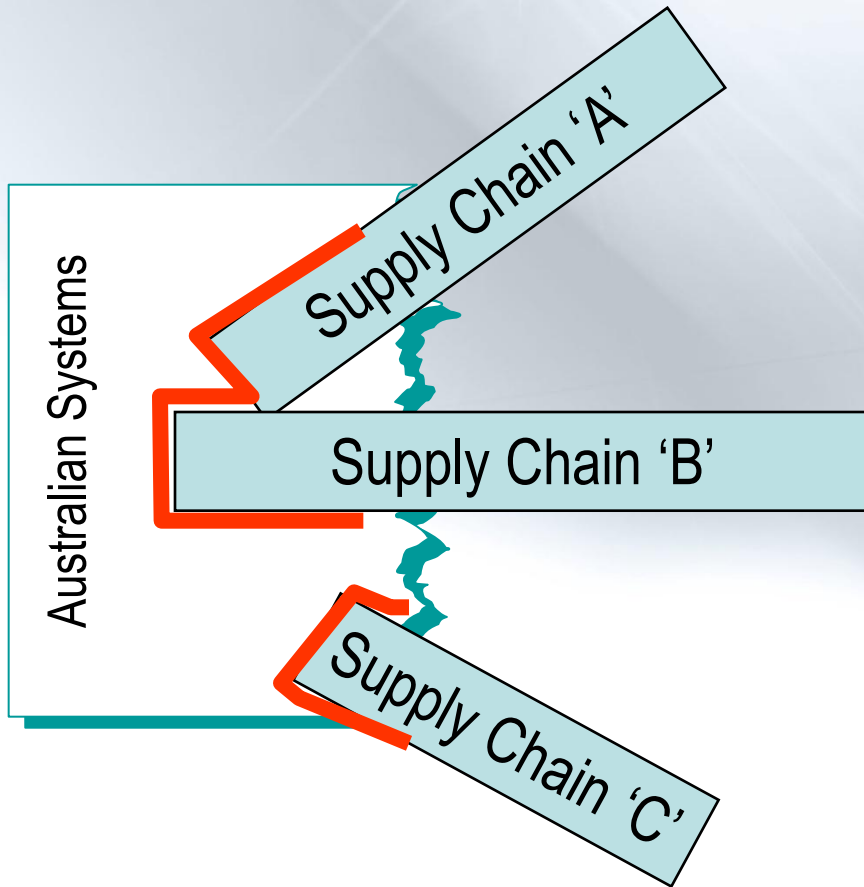
1. Interfaces (procedures, LIS, people, contracts, contractors etc) shown in red.
2. How will future Supply Chains fit with Australian systems.
3. What policy / system changes may be required.

What is happening in Supply Chain A



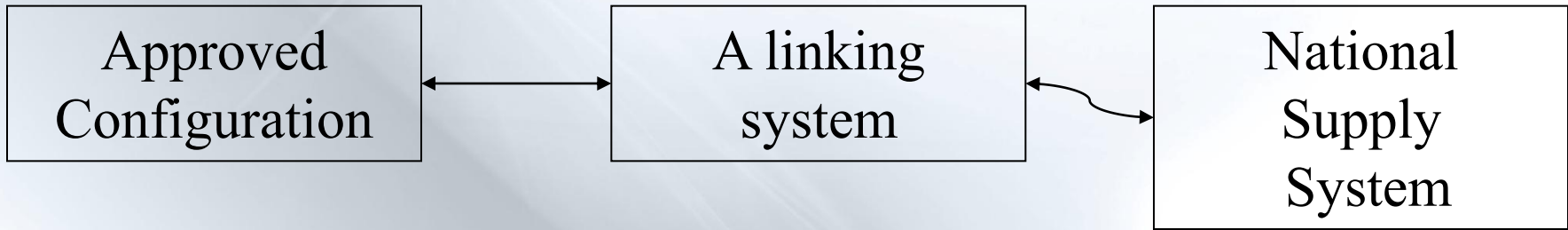
1. The Australian System provides NSNs for all Australian users
2. Each NSN is managed by a single organisation
3. Tools/procedures/systems have developed to support this approach.
4. Supply Chain A supports a single type of aircraft
5. We want the Supplier to provide all the support for the aircraft
6. The Supplier wants to control the flow of materiel for the aircraft (engineering control)
7. Our systems cannot easily support dual-management of an NSN

Effect of Multiple Global Supply Chains



- More contractor support in the future
- Contractors to provide all support for their aircraft
- “Common” NSNs
- Contractor accountability & performance
- Contract cost

The Link from Supply to Requirement



Manufacturer's
Technical
Documentation

Part Nos are
fitted to aircraft

Linking
approved
configuration
with NSN

NSNs with
-Part No/MC
-Part No/MC
-Part No/MC

Some Questions

- Are we meeting the customers' requirements in Aerospace ?
- Is the “NATO Codification” concept the entire answer for Aerospace ?
- Are we supporting the business in a global environment ?