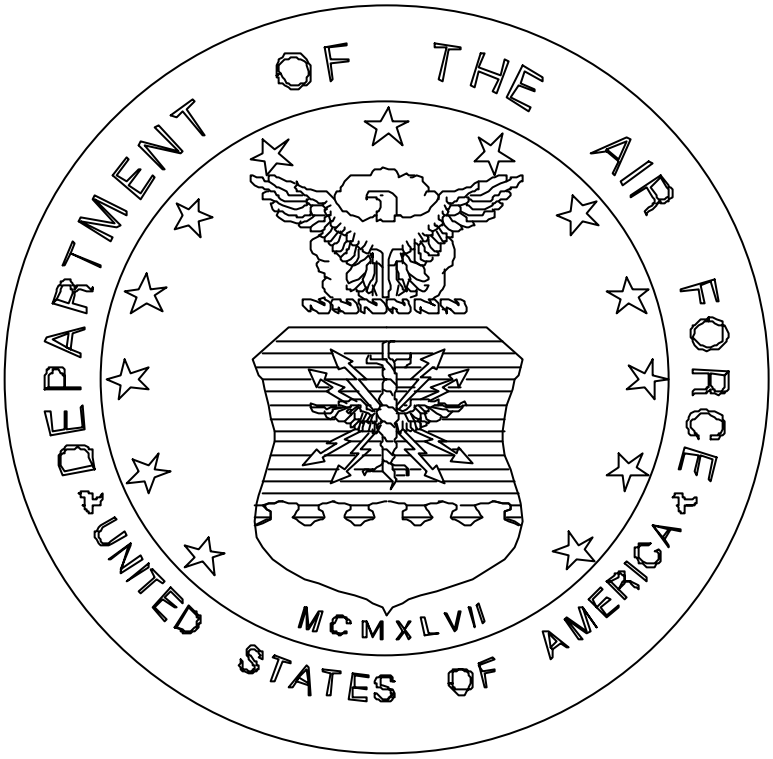
UNITED STATES AIR FORCE WORKING CAPITAL FUND



FY 2002 AMENDED BUDGET SUBMISSION

JUNE 2001

UNCLASSIFIED

This administration has not addressed FY 2003-2007 requirements. All FY 2003-2007 budget estimates included in this book are notional only and subject to change.

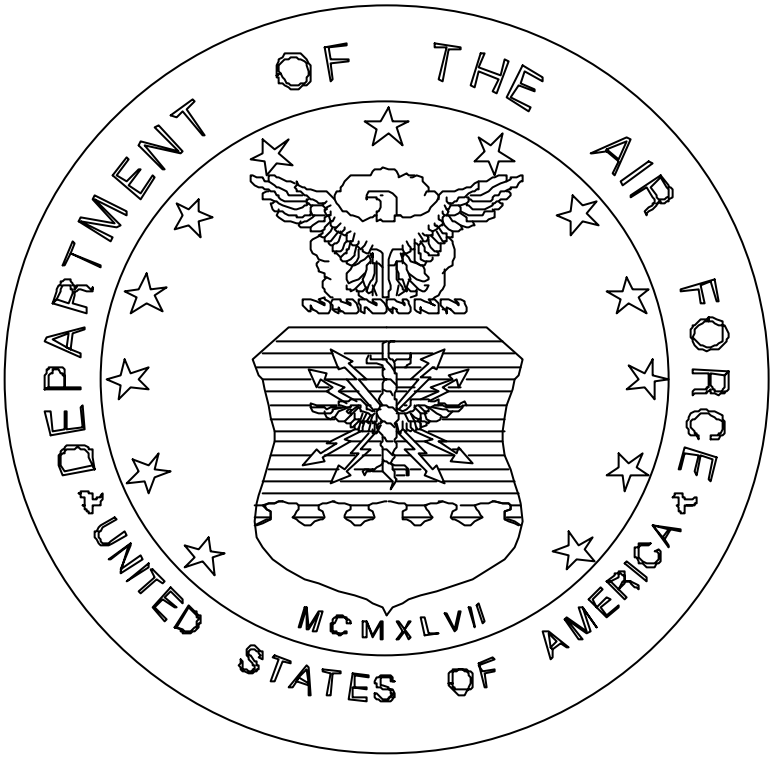
THIS PAGE INTENTIONALLY LEFT BLANK

AIR FORCE WORKING CAPITAL FUND
TABLE OF CONTENTS
U.S. AIR FORCE OVERVIEW
OPERATING/CAPITAL BUDGET

DISTRIBUTION LIST

House Appropriation Committee	4
Senate Appropriation Committee	4
House Armed Services Committee	10
Senate Armed Services Committee	5
Congressional Budget Office	3
Library of Congress	1
General Accounting Office	3
Office of Management and Budget	2

UNITED STATES AIR FORCE WORKING CAPITAL FUND



FY 2002 SUMMARY BUDGET

JUNE 2001
UNCLASSIFIED

Air Force Working Capital Fund
FY 2002 Amended Budget Submission

The FY 2002 Air Force Working Capital Funds (AFWCF) Amended Budget Submission submission reflects current execution plans and a number of Air Force initiatives to improve the efficiency and effectiveness of our activities while continuing to meet the needs of the warfighting forces. Successful WCF operations are essential to the Air Force's Global Engagement mission and our transition to an Air Expeditionary Force. To this end, we have incorporated changes in business management practices and some known impacts of base closures into the submission.

Activity Group Overview:

The AFWCF conducts business in three primary areas: the Supply Management Activity Group (SMAG), the Depot Maintenance Activity Group (DMAG) and the Information Services Activity Group (ISAG). The Transportation Working Capital Fund (TWCF), for which the Air Force assumed cash management responsibility in FY 1998, is part of this PB submission, although the Air Force does not have day-to-day management responsibility for TWCF operations.

Air Force Core Competencies:

The AFWCF activities support all the Air Force core competencies: Air *and Space Superiority, Global Attack, Precision Engagement, Rapid Global Mobility, Information Superiority and Agile Combat Support.* These core competencies are fundamental to the "Pathway to the 21st Century Air Force." The working capital funds provide key maintenance, transportation and support services and weapon system spare parts and supplies. The working capital funds are essential to the readiness and sustainability of our air and space assets and our ability to deploy forces around the globe and across any theater in support of the National Military Strategy. Maintenance depots provide the equipment, skills and repair services necessary to keep forces operational worldwide. Supply management activities procure and manage inventories of consumable and reparable spare parts maintaining all elements of the force structure mission ready. Transportation provides the worldwide mobility element of the global engagement vision. Activities that provide information services make it possible to operate and improve data collection and management systems essential to warfighting and support activities. Directly or indirectly, working capital fund activities provide warfighters the key services needed to meet mission capability standards.

Air Force Initiatives:

The Air Force has taken significant steps to fix spare parts shortages. Spare parts funding problems in the 1990s were a major contributor to the readiness decline over the past several years. Fiscal Year (FY) 2002, like FY 2000 and FY 2001, fully funds "depot level repairable" validated requirements used by operating units to "buy" spare parts from DoD and Air Force sources. Congress, DoD and Air Force have further supported spare parts by providing additional funding as well. Congress provided funding increases in both FY 2000 and FY 2001. DoD and the Air Force added $382M in FY 1999 working capital fund obligation authority (OA) to buy more parts that will deliver between FY 1999 and FY 2002. DoD and the AF added an additional $387M in FY 1999 OA for Kosovo surge and reconstitution efforts. This budget requests over $1B more in obligation authority for FY2002 than FY2001 to support increasing demands and to maintain pace with buy and repair requirement increases affected by aging. Also included within this increase are funds to bring the Direct Support Objective (DSO) related to our fighter readiness spares packages from 63% to 83%. This will enhance the capability of the RSPs to keep deployed squadrons flying at higher readiness rates until the stateside supply system can begin resupply efforts. Airlift RSPs will be enhanced during FY02 as well in consideration of the diverse missions our airlifters support and the myriad of locations from which they can operate. All of these initiatives are expected to increase peacetime and contingency customer support.

In Depot Maintenance, the FY 2000 Air Force Material Command *Depot Maintenance Mission Activity Strategic Plan* includes 13 objectives at varying stages of implementation. Two objectives, the industrial engineer (IE) technicain program and improved contract depot maintenance management have provided positive results. To date, IE technicans have engineered approximately 72,000 hours and standard changes have been implemented while another 57,000 hours are in coordination. The net result is a reduction in maintenance labor hours.

Base Closure & Depot Public-Private Competition

Efforts to realign San Antonio ALC (SA-ALC) and close Sacramento ALC (SM-ALC), as directed by the 1995 Base Realignment and Closure (BRAC) Commission, are complete. These two bases constitute the largest installations ever to be realigned/closed by the Department of Defense, and the maintenance facilities represent the largest depots closed by the BRAC process. BRAC compliance is on schedule with all actions to be completed 13 Jul 2001.

Supply Management Activity Group (SMAG):

FY 2000 Air Force Supply Management Activity Group wholesale performance metrics improved in most areas. Backorders were reduced another 31% after a 36% decrease in FY99. Not Mission Capable due to Supply (NMCS) rates are still fluctuating somewhat, but appear to be stabilizing. Actual Issue and Stockage Effectiveness were

within one percentage point of fiscal year goals of 60% and 70%, respectively. Logistics Response Time exceeded the 38 day goal by 2 days. For Kosovo support, Logistics Response Time was an impressive 11.9 days and Readiness Spares Package (RSP) fill rates were the highest since the early 1990s.

Depot Maintenance Activity Group (DMAG)

Depot maintenance activities continue to experience turbulence as a result of public-private competition and workload realignments. Between FY 1998 and FY 1999, over one-third of the total workload was competed or realigned, stressing effective management of personnel and resources. Declining labor productivity is a significant result of this turmoil. Our projected productivity indicators were developed to coincide with the effects of this significant change in workload realignment and hiring plan.

The average depot maintenance aggregate throughput (aircraft flow days) continues to decrase each succeeding year since FY 1996. While the total flow day averages for the general population of aircraft undergoing depot maintenance actions are decreasing, airframes such as the KC-135 and C-5 continue to be problematic. We expect to see some rising material costs as our engines and aircraft age and as repair parts demand stabilizes on newer engines.

Within Air Force depots, “job routing” is the repair of exchangeable items, outside of the supply system, as part of the process of repairing the next higher assemblies. The process of job routing understates total repair cost of an item and masks both fialure and usage data critical to accurate repair, spares and parts forecasting. After FY 2001, job routing will be accomplished only by exception. This transition will improve control over material, shorten maintenance flow times and better allocate total cost of business to the activity receiving the support.

Information Services Activity group (ISAG)

The Air Force Information Services Activity Group continues to improve their business processes. Earned Value Management is being applied now and soon should show some useful data. Also, a new accounting system is getting ready to come on line in FY 2002. Defense Working Capital Fund Accounting System (DWAS) has been modified and tested during FY 2001. This system promises true funds control and will be Chief Finance Officer (CFO) Act compliant. Defense Finance and Accounting Services and the ISAG have worked together throughout this FY to assure the success of this transfer.

Transportation Working Capital Funds (TWCF):

USTRANSCOM, as the single manager of the Defense Transportation System (DTS), exercises combatant command and peacetime management over all common user aspects of the global mobility system. One of DoD's highest priority goals is to maintain a robust and responsive national DTS as a critical element of America's national security strategy of rapid power projection of a CONUS-based force. USTRANSCOM's ability to move sufficient numbers of U.S. forces and equipment enables us to defend vital national interests anywhere in the world at a moment's notice. A strong defense transportation capability gives credence to our alliance commitments by delivering economic and security assistance and when needed--military forces. The DTS--a partnership of military and commercial assets--enables us to accomplish these actions.

Over 80 percent of USTRANSCOM's cost base is directly associated with the contracts and materials required to meet this need. From FY 1994 to FY 2001, USTRANSCOM and Service productivity initiatives/cost avoidance and organizational streamlining efforts have resulted in savings of over $830 million. These productivity and streamlining initiatives are designed to optimize efficiency, effectiveness and customer support without degrading USTRANSCOM's core competencies and readiness posture.

Cash Management:

Our cash on hand for end of fiscal year 2000 was $542.6 million. Our advance billing liability shrunk to $17.7 million by the end of fiscal year 2000. Both FY 2001 and FY 2002 supply management and depot maintenance prices contain cash factors to improve our long-term liquidity. Prices in supply management were increased $100 million in FY 2001 and $197 million in FY 2002, while the cash factor for depot maintenance is $50 million for both fiscal years. Currently, the Air Force is postured to advance bill $700M; however, our budget request does not specifically plan for any advance billing. The estimated cash balance for end of fiscal years 2001 and 2002 is $109.9 million and $608.2 million, respectively. Generally, we will advance bill if our cash balance is less than $200 million. We are closely monitoring our cash balance and plan to advance bill if any end of month cash balance is below $200 million.
We expect to meet the cash management goal of 7-10 days of operating cash on hand ($705 - $977 million) by the end of FY 2005 depending on business performance.

Air Force Working Capital Fund Cash
Including USTRANSCOM
(Dollars in Millions)

	FY 2000	FY 2001	FY 2002
BOP Cash Balance	$ 548.2	$ 542.6	$ 109.9
Disbursements	$ (19,947.0)	$ (20,783.2)	$ (19,305.6)
Collections	$ 19,941.5	$ 20,285.0	$ 19,803.9
Transfers	$ 82.9	$ 65.5	$ 0
EOP Cash Balance	$ 542.6	$ 109.9	$ 608.2

Revenues and Expenses

Air Force Working Capital Fund

FUND14 | Consolidation | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

	2000 AC	2001 AP	2002 R
Revenue:			
Gross Sales	20,884.115	22,589.493	22,354.339
Operations	20,303.610	22,167.090	21,851.726
Capital Surcharge	71.800	13.500	0.000
Depreciation exc Maj Const	171.600	183.000	197.700
Major Construction Dep	20.754	14.503	14.713
Cash Surcharge	50.000	50.000	50.000
Other Income	934.042	554.529	652.068
Refunds/Discounts	2,537.240	2,315.406	2,315.991
Total Income:	19,014.566	20,667.216	20,450.216
Expenses:			
Cost of Materiel Sold from Inv	8,334.155	9,074.576	7,760.622
Mobilization	28.176	29.224	29.786
Full Cost Recovery	0.000	0.000	0.000
Lean Logistics	0.000	0.000	0.000
Inventory Gains/Losses	(27.136)	(17.211)	(9.021)
Inventory Maintenance	1.439	(0.415)	0.000
Salaries and Wages:			
Military Personnel Compensation & Benefits	93.305	104.828	98.297
Civilian Personnel Compensation & Benefits	1,649.804	1,703.357	1,765.933
Travel & Transportation of Personnel	111.357	104.426	101.426
Materials & Supplies (For internal Operations)	2,524.666	2,930.096	3,069.197
Equipment	27.386	31.607	43.207
Other Purchases from Revolving Funds	780.239	966.337	1,005.844
Transportation of Things	244.489	108.385	109.768
Depreciation - Capital	316.381	352.196	373.711
Printing and Reproduction	6.228	8.268	8.276
Advisory and Assistance Services	18.235	23.780	20.989
Rent, Communication, Utilities, & Misc. Charges	107.780	109.775	123.299
Other Purchased Services	5,211.521	5,179.676	5,334.297
Other Expenses	1.898	20.383	36.126
Total Expenses	19,429.923	20,729.288	19,871.757
Change in Work in Process	268.277	(14.234)	(28.811)
Operating Result	(147.080)	(76.306)	549.648
Less Capital Surcharge Reservation	110.500	13.500	0.000
Plus Passthroughs or Other Approps (NOR)	0.000	0.000	0.000
Other Adjustments (NOR)	(141.040)	(32.695)	(58.236)
Mobilization	28.176	29.224	29.786
Other Changes	(169.216)	(61.919)	(88.022)
Net Operating Result (Calculation)	(398.620)	(122.501)	491.412
Net Operating Result (1307 Report)	(426.779)	(122.501)	491.412
Prior Year Adjustments	(8.839)	0.000	0.000
Other Changes (AOR)	0.000	0.000	0.000
Prior Year AOR	218.969	(196.641)	(368.666)
Accumulated Operating Result	(216.649)	(319.142)	122.746
Non-Recoverable Adjustment (AOR)	(20.008)	50.000	124.000
Accumulated Operating Result for Bdgt Purposes	(196.641)	(369.142)	(1.254)

AFWCF Total Summary - Financial Highlights

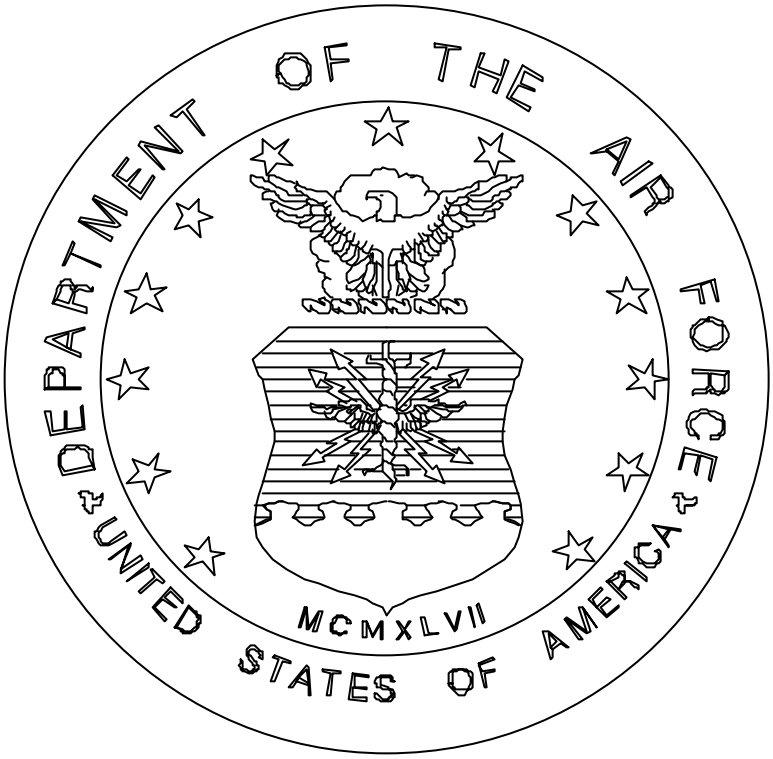
Air Force Working Capital Fund

AFWCF Total Summary | **Consolidation** | **FY 2002 Amended Budget Submission**

(Dollars in Millions) | **June 2001**

	2000 AC	2001 AP	2002 R
Cost of Goods Sold	**14,196.8**	**15,309.6**	**14,311.3**
Net Operating Results	**(398.6)**	**(122.5)**	**491.4**
Accumulated Operating Results	**(196.6)**	**(369.1)**	**(1.3)**
Civilian End Strength	**27,867**	**27,502**	**27,755**
Military End Strength	**15,396**	**15,715**	**15,668**
Civilian Workyears	**28,391**	**28,331**	**28,929**
Military Workyears	**15,650**	**15,513**	**15,054**
Capital Budget Program Authority	**370.0**	**377.0**	**416.9**

UNITED STATES AIR FORCE WORKING CAPITAL FUND



FY 2002 OPERATING BUDGET

JUNE 2001
UNCLASSIFIED

Air Force Working Capital Fund
FY 2002 Amended Budget Submission
Supply Management Activity Group

Activity Group Overview

The Air Force Supply Management Activity Group (SMAG), formerly the Supply Management Business Area (SMBA), was incorporated into the Air Force Working Capital Fund effective 11 Dec 1996. The Supply Management Activity Group consists of five diverse wholesale and retail divisions: Material Support, General Support, Medical-Dental, Fuels, and United States Air Force Academy.

The Supply Management Activity Group manages over two million inventory items including weapon system spare parts, ground, aviation and missile fuels, medical-dental supplies and equipment, food items, and other supply items used in non-weapon system applications. The Air Force Supply Management Activity Group is an equal partner in the support of combat readiness for all customers by procuring critical material and making repair parts available to the appropriate activities. Material is procured from the vendors and held in inventory for sale to authorized customers.

Revenue is generated from sales of various supply and fuel items to a variety of customers. The primary customers are Air Force Operations and Maintenance, Air Force Reserve, Air National Guard, Foreign Military Sales, Army, Navy and other non-DoD activities, as well as other working capital funds, such as Depot Maintenance.

Division Overviews

Wholesale Activities

The Material Support Division (MSD) manages over 160,000 depot level reparable (DLR) and consumable items for which the Air Force is the Inventory Control Point (ICP). These items are generally weapon system related and are procured by the Air Force Materiel Command. The Supply Management Activity Group provides cost visibility related to wholesale inventory control point operations (including cataloging and standardization) in support of the MSD. Costs contained in this division include civilian and military labor, travel, supplies, expendable equipment, and contractual services. Additionally, depreciation of capital assets is recovered into the fund providing revenue for future capital investments. Other expenses accumulated within the division which are recovered through cost recovery rates include reimbursable services provided by the Defense Logistics Agency (DLA), Defense Logistics Information Services (DLIS), Defense Finance and Accounting Service (DFAS), Defense Reutilization and Marketing Service (DRMS), Defense Information Systems Agency (DISA), and AF Operation and Maintenance - Base Operating Support.

Increased deployments since 1990, aging aircraft, problems in funding spares through most of the 1990s, and low retention of maintenance technicians in recent years have combined to cause a 8.1% drop in mission capable (MC) rates over the Air Force fleet since 1994. While MC rates have suffered, Congressional, DoD and Air Force efforts related to spare parts have resulted in the non-mission capable rates relating to supply (NMCS) to begin showing improvement. These efforts were primarily funding based, including the FY99 Bowwave funding which allowed the Air Force to purchase much needed engine components, Kosovo reconstitution funding and the decision to allow the Air Force cost per flying hour program to be funded unconstrained.

In addition to these funding based initiatives, the MSD has made two significant business process changes, which will help improve readiness as well. The first required an in-depth look at the cause behind a systemic cash drain within the Division. The Air Force realized that repair costs were being insufficiently reflected on MSD financial statements thus causing overstated operating results and less than adequate budget year price changes. In addition to the cash loss this imposed on the Division whereby sales revenue collected was inadequate to recover full costs, this also caused an inordinate amount of cost authority to be subsumed in the repair process. The Division was unable to fully support the buy program and even had to scale back the repair program to stay within available resources. In FY02, more accurate repair expenses estimates have been included in MSD prices, thus contributing to the 10.6% price change from FY01. This will allow the Division to fully recover costs and will stop the cash drain that has plagued the Fund since FY98.

The second process change centers on distancing the relationship between sales revenue and cost authority required to support the spares program. Particularly in light of the effects of aging on aircraft component part reliability, the supply system is recognizing that the frequency of demands is increasing and the need to order replacement parts and step up repair activity is increasing as well. Given that the time between ordering and delivering parts is 12-24 months on average, the supply system may need cost authority in excess of that which could be 'earned' through sales transactions. This cause and effect relationship between sales and cost authority that was maintained in the past has been updated to allow the supply system to take a more proactive position in terms of repairing and ordering parts in anticipation of future needs rather than based on past events. With these changes, we hope to continue to make improvements in stockage effectiveness and backorder reduction.

Retail Activities

The ***General Support Division*** (GSD) finances the Air Force retail inventory and issue requirements for all non-Air Force managed items other than those pertaining to medical, troop support and fuels requirements. The majority of items are used to support field and depot maintenance of aircraft, ground and airborne communication and electronic systems, as well as other sophisticated systems and equipment. The General Support Division also manages many items related to installation, maintenance, and administrative

functions. For fiscal year 2002, the number of different items managed by General Support Division is 1,640,000.

The Surgeon General of the Air Force is responsible for the overall management of the ***Medical-Dental Division***. The central financial and material management functions are assigned to the Air Force Medical Logistics Office at Frederick, Maryland. The division manages about 265,700 different items through 91 outlets, of which 69 are in the CONUS. The Medical-Dental Division has a War Reserve Material requirement for prepositioned medical supplies and equipment vital to support forces in combat pending resupply. It reduces the demand for high priority transportation and ensures a rapid go-to-war capability.

The ***Fuels Division*** manages aviation fuel and ground fuel requirements for Air Force components and missile fuel requirements for all Department of Defense activities. Air Force Fuels Division will transfer operations to Defense Energy Support Center (DESC) effective 1 October 2001 as directed by DoD. The Air Force obtains aviation and ground fuel products from the Defense Logistics Agency, which procures these products from vendors. The Directorate of Aerospace Fuels Management directly procures missile fuel products from vendors. Like the Material Support Division, Fuels also provides cost visibility related to its retail operations.

The ***Air Force Academy Division*** finances the purchase of uniforms and uniform accessories for sale to cadets in accordance with regulations of the Air Force Academy and related statutes. The customer base consists of over 4,000 cadets who receive distinctive uniforms procured from various manufacturing contractors located coast to coast.

Revenue, Expenses and Items Managed

The table below provides revenue and expenses for the total Supply Management Activity Group.

($ Millions)	FY 2000	FY 2001	FY 2002
Revenue	9,050.2	10,018.7	9,002.3
Expenses	9,173.5	10,051.0	8,822.7
Operating Result	-123.3	-32.3	179.7
Net Operating Results	-95.2	-65.0	109.4
Accumulated Operating Results	-41.1	-106.1	3.8
Number of Items Managed	1,915,875	1,853,921	1,792,438.0

Military and Civilian End Strength

Civilian and Military End Strength, Full Time Equivalents and Workyears are only applicable to the Material Support and Fuels Divisions.

	FY 2000	FY 2001	FY 2002
Civilian End Strength	2,050	1,895	2,228
Civilian Full Time Equivalents	2,055	1,971	2,210
Military End Strength	65	65	61
Military Workyears	65	65	61

Customer Price Change (%)

Division	FY 2001	FY 2002
Material Support	+6.4	+10.6
General Support	-1.12	+5.44
Fuels	-0.02	N/A
Medical-Dental	+0.78	+1.23
Academy	+1.45	+0.41

Stockage Effectiveness

Stockage Effectiveness measures how often the supply system has available for immediate sale those items it intends to maintain at base and depot level supply locations. Stockage Effectiveness is only measured for the Material Support and General Support Divisions.

Division	FY 2000	FY 2001	FY 2002
Materiel Support	70%	72%	74%
General Support	87%	87%	72%
Fuels	100%	100%	87%
Medical-Dental	97%	97%	97%
Troop	N/A	N/A	N/A
Academy	100%	100%	100%

Material Cost Summary

Air Force Working Capital Fund

SM1 — **AF Supply Management Activity Group** — **FY 2002 Amended Budget Submission**

(Dollars in Millions) — **June 2001**

2000 AC

DIVISION	PEACETIME INVENTORY	NET CUSTOMER ORDERS	NET SALES	COST TARGETS				COMMITMENT TARGET	TARGET TOTAL
				OPERATING	MOBILIZATION	OTHER	TOTAL		
Supply Managment Activity Group									
ICP Retail Summary									
Fuels	49.766	1,786.657	1,786.657	1,772.858	0.000	0.000	1,772.858	0.000	1,772.858
GSD	1,216.633	1,810.064	1,793.284	1,770.215	0.000	0.000	1,770.215	95.797	1,866.012
Med/Dent	56.504	615.298	610.143	617.269	28.176	0.000	645.445	14.000	659.445
Academy	3.873	5.523	5.523	5.523	0.000	0.000	5.523	5.200	10.723
Subtotal	1,326.776	4,217.542	4,195.607	4,165.865	28.176	0.000	4,194.041	114.997	4,309.038
ICP Wholesale Summary									
MSD	22,600.000	4,257.948	4,224.754	4,138.638	0.000	161.728	4,300.366	3.779	4,304.145
Subtotal	22,600.000	4,257.948	4,224.754	4,138.638	0.000	161.728	4,300.366	3.779	4,304.145
Component Total	23,926.776	8,475.490	8,420.361	8,304.503	28.176	161.728	8,494.407	118.776	8,613.183

Material Cost Summary

Air Force Working Capital Fund

SM1 — **AF Supply Management Activity Group** — **FY 2002 Amended Budget Submission**

(Dollars in Millions) — **June 2001**

2001 AP

DIVISION	PEACETIME INVENTORY	NET CUSTOMER ORDERS	NET SALES	COST TARGETS				COMMITMENT TARGET	TARGET TOTAL
				OPERATING	MOBILIZATION	OTHER	TOTAL		
Supply Managment Activity Group									
ICP Retail Summary									
Fuels	43.878	2,780.516	2,780.516	2,774.532	0.000	0.710	2,775.242	0.000	2,775.242
GSD	1,221.182	1,812.562	1,800.651	1,800.651	0.000	0.000	1,800.651	94.580	1,895.231
Med/Dent	40.304	693.932	703.200	703.200	29.224	0.000	732.424	14.000	746.424
Academy	3.873	5.391	5.300	5.300	0.000	0.000	5.300	5.300	10.600
Subtotal	1,309.237	5,292.401	5,289.667	5,283.683	29.224	0.710	5,313.617	113.880	5,427.497
ICP Wholesale Summary									
MSD	23,057.365	4,533.871	4,343.481	4,314.691	0.000	376.524	4,691.215	4.183	4,695.398
Subtotal	23,057.365	4,533.871	4,343.481	4,314.691	0.000	376.524	4,691.215	4.183	4,695.398
Component Total	24,366.602	9,826.272	9,633.148	9,598.374	29.224	377.234	10,004.832	118.063	10,122.895

Material Cost Summary

Air Force Working Capital Fund

SM1 — AF Supply Management Activity Group — FY 2002 Amended Budget Submission

(Dollars in Millions) — June 2001

2002 R

DIVISION	PEACETIME INVENTORY	NET CUSTOMER ORDERS	NET SALES	COST TARGETS				COMMITMENT TARGET	TARGET TOTAL
				OPERATING	MOBILIZATION	OTHER	TOTAL		
Supply Managment Activity Group									
ICP Retail Summary									
Fuels	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GSD	1,089.515	2,024.623	1,938.196	1,938.196	0.000	0.000	1,938.196	93.369	2,031.565
Med/Dent	37.750	873.940	867.715	867.715	29.786	0.000	897.501	14.000	911.501
Academy	3.873	5.300	5.300	5.300	0.000	0.000	5.300	5.300	10.600
Subtotal	1,131.138	2,903.863	2,811.211	2,811.211	29.786	0.000	2,840.997	112.669	2,953.666
ICP Wholesale Summary									
MSD	23,558.251	5,931.786	5,832.033	5,529.472	0.000	353.550	5,883.022	4.246	5,887.268
Subtotal	23,558.251	5,931.786	5,832.033	5,529.472	0.000	353.550	5,883.022	4.246	5,887.268
Component Total	24,689.389	8,835.649	8,643.244	8,340.683	29.786	353.550	8,724.019	116.915	8,840.934

Weapon System Funding

Air Force Working Capital Fund

SM3B | **AF Supply Management Activity Group** | **FY 2002 Amended Budget Submission**

(Dollars in Millions) | **Material Support Division** | **June 2001**

2000	Buy	Initial Spares	Repair	Additives	Total
A-7	0.000	0.000	0.000	0.000	0.000
A-10	17.138	0.113	94.781	0.000	112.032
B-1B	83.710	2.173	162.176	0.000	248.059
B-2	3.377	4.419	12.935	0.000	20.731
B-52	18.861	4.024	46.826	0.000	69.711
C-5	106.612	3.411	182.561	0.000	292.584
C-17	0.000	0.000	0.000	0.000	0.000
C-130	19.612	1.572	142.324	0.000	163.508
C-135	48.351	6.172	97.375	0.000	151.898
C-141	3.737	1.235	43.698	0.000	48.670
E-3	30.970	6.689	33.762	0.000	71.421
E-4	0.044	0.000	0.053	0.000	0.097
E-8	0.373	0.851	0.266	0.000	1.490
F-4	3.069	0.000	9.695	0.000	12.764
F-15	72.346	14.330	195.881	0.000	282.557
F-16	61.966	18.632	136.661	0.000	217.259
F-111	0.040	0.000	0.360	0.000	0.400
F-117	0.000	0.000	0.008	0.000	0.008
H-1	0.127	0.000	3.497	0.000	3.624
H-3	0.000	0.000	0.000	0.000	0.000
H-53	4.372	0.000	18.327	0.000	22.699
H-60	0.204	0.000	1.429	0.000	1.633
Trainers	22.889	0.000	25.639	0.000	48.528
F100	306.963	0.000	494.156	0.000	801.119
F110	165.187	0.000	137.792	0.000	302.979
SOF	1.407	3.319	13.808	0.000	18.534
Common	47.949	0.000	261.224	0.000	309.173
Other Aircraft	4.701	0.000	7.681	0.000	12.382
2 Level Maintenance	0.000	0.000	0.000	0.000	0.000
Missiles	3.190	0.429	17.175	0.000	20.794
Other	29.418	11.994	147.005	0.000	188.417
Total	1,056.613	79.363	2,287.095	0.000	3,423.071

2001	Buy	Initial Spares	Repair	Additives	Total
A-7	0.000	0.000	0.000	0.000	0.000
A-10	14.924	0.838	79.054	0.000	94.816
B-1B	89.958	8.300	184.646	0.000	282.904
B-2	4.192	5.000	42.719	0.000	51.911
B-52	20.257	2.063	48.374	0.000	70.694
C-5	77.309	0.040	219.686	0.000	297.035
C-17	0.000	0.000	0.000	0.000	0.000
C-130	31.735	9.254	163.025	0.000	204.014
C-135	44.651	23.736	96.638	0.000	165.025
C-141	1.519	0.000	37.441	0.000	38.960
E-3	19.571	11.230	43.136	0.000	73.937
E-4	0.003	0.000	0.047	0.000	0.050
E-8	0.281	4.700	4.229	0.000	9.210
F-4	0.626	0.000	4.600	0.000	5.226
F-15	58.484	12.839	221.138	0.000	292.461
F-16	64.993	52.506	170.400	0.000	287.899
F-111	0.005	0.000	0.285	0.000	0.290
F-117	0.000	0.000	0.018	0.000	0.018
H-1	0.203	0.000	4.416	0.000	4.619
H-3	0.000	0.000	0.000	0.000	0.000
H-53	3.054	0.000	20.870	0.000	23.924
H-60	0.051	0.000	1.983	0.000	2.034
Trainers	22.197	0.000	28.071	0.000	50.268
F100	240.635	0.000	558.751	0.000	799.386
F110	185.185	0.000	155.362	0.000	340.547
SOF	1.273	3.000	14.318	0.000	18.591
Common	53.008	3.050	263.559	0.000	319.617
Other Aircraft	3.544	0.000	1.923	0.000	5.467
2 Level Maintenance	0.000	0.000	0.000	0.000	0.000
Missiles	2.744	0.782	17.142	0.000	20.668
Other	10.302	41.318	151.584	0.000	203.204
Total	950.704	178.656	2,533.415	0.000	3,662.775

2002	Buy	Initial Spares	Repair	Additives	Total
A-7	0.000	0.000	0.000	0.000	0.000
A-10	33.985	0.324	120.495	0.000	154.804
B-1B	70.965	8.017	197.040	0.000	276.022
B-2	6.461	4.000	73.623	0.000	84.084
B-52	30.212	0.000	63.213	0.000	93.425
C-5	93.800	0.000	247.450	0.000	341.250
C-17	0.000	0.000	0.000	0.000	0.000
C-130	50.250	1.935	187.682	0.000	239.867
C-135	57.000	16.550	118.934	0.000	192.484
C-141	1.706	0.000	33.602	0.000	35.308
E-3	26.247	15.320	55.952	0.000	97.519
E-4	0.483	0.000	0.571	0.000	1.054
E-8	10.745	0.000	23.032	0.000	33.777
F-4	0.567	0.000	4.834	0.000	5.401
F-15	126.671	14.240	336.696	0.000	477.607
F-16	92.539	26.150	248.670	0.000	367.359
F-111	0.054	0.000	0.328	0.000	0.382
F-117	0.000	0.000	0.063	0.000	0.063
H-1	1.391	0.000	5.838	0.000	7.229
H-3	0.000	0.000	0.000	0.000	0.000
H-53	3.033	0.000	28.418	0.000	31.451
H-60	3.857	0.000	6.116	0.000	9.973
Trainers	30.663	0.000	44.248	0.000	74.911
F100	359.211	0.000	716.615	0.000	1,075.826
F110	242.647	0.000	232.703	0.000	475.350
SOF	0.789	14.157	19.028	0.000	33.974
Common	79.674	0.816	306.622	0.000	387.112
Other Aircraft	4.779	0.000	2.497	0.000	7.276
2 Level Maintenance	0.000	0.000	0.000	0.000	0.000
Missiles	2.449	0.000	19.911	0.000	22.360
Other	11.995	6.477	166.332	0.000	184.804
Total	1,342.173	107.986	3,260.513	0.000	4,710.672

Inventory Status

Air Force Working Capital Fund

SM4 | AF Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

2000 AC	Total	Mobil	Peacetime Operating	Peacetime Other
1. Inventory BOP	23,855.186	659.218	17,714.624	5,481.344
2. BOP Inventory Adjustments				
a. Reclassification Change (Memo)	(9.919)	0.000	(9.919)	0.000
b. Price Change Amount	187.702	33.134	108.638	45.930
c. Inventory Reclassified and Repriced	24,032.969	692.352	17,813.343	5,527.274
3. Receipts at Standard	6,033.921	33.365	5,445.452	555.104
4. Gross Sales w/ Surcharge	10,907.024	0.000	10,907.024	0.000
5. Inventory Adjustments				
a. Capitalizations + or (-)	(214.843)	(13.699)	(146.903)	(54.241)
b. Returns from Customers for Credit +	2,500.240	0.000	2,500.240	0.000
c. Returns from Customers w/o Credit	837.147	0.000	1.737	835.410
d. Returns to Suppliers (-)	(190.821)	(2.842)	(45.569)	(142.410)
e. Transfers to Property Disposal (-)	(598.351)	(9.623)	(0.785)	(587.943)
f. Issues/Receipts w/o Reimbursement	417.106	0.000	491.207	(74.101)
g. Other Adjustments				
1. Destruct, Shrink, Deteriorations, etc.	(27.643)	(7.991)	(14.945)	(4.707)
2. Discounts on Returns	(35.136)	0.000	(2.716)	(32.420)
3. Trade-ins	0.000	0.000	0.000	0.000
4. Loss from Disaster	(0.287)	0.000	(0.056)	(0.231)
5. Assembly/Disassembly	9.611	1.275	6.327	2.009
6. Physical Inventory Adj	(176.278)	(6.944)	(128.956)	(40.378)
7. Accounting Adjustments	2,586.953	10.606	1,984.889	591.458
8. Shipment Discrepancies	(1.767)	0.361	(116.295)	114.167
9. Other Gains/Losses	213.603	3.013	160.181	50.409
10. Strata Transfers	0.170	16.431	1,354.083	(1,370.344)
11. Strata Transfers in Transit	0.014	0.000	0.014	0.000
12. Other Adjustments - Total	2,569.240	16.751	3,242.526	(690.037)
h. Total Inventory Adjustments	5,319.718	(9.413)	6,042.453	(713.322)
6. Inventory EOP	24,479.584	716.304	18,394.224	5,369.056
7. Inventory EOP, Revalued (LAC, Discounted)	24,479.584	716.304	18,394.224	5,369.056
a. Economic Retention (Memo)	3,944.671	0.000	0.000	3,944.671
b. Contingency Retention (Memo)	1,054.604	0.000	0.000	1,054.604
c. Potential DOD Reutilization (Memo)	385.146	18.000	0.200	366.946
8. Inventory on Order at Cost EOP (Memo)	3,385.472	12.791	3,115.689	256.992

Inventory Status

Air Force Working Capital Fund

SM4 | AF Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

2001 AP	Total	Mobil	Peacetime Operating	Peacetime Other
1. Inventory BOP	24,479.584	716.304	18,394.224	5,369.056
2. BOP Inventory Adjustments				
a. Reclassification Change (Memo)	(15.324)	0.000	(15.324)	0.000
b. Price Change Amount	1,606.555	44.068	1,210.926	351.561
c. Inventory Reclassified and Repriced	26,070.815	760.372	19,589.826	5,720.617
3. Receipts at Standard	6,829.069	11.414	6,375.962	441.693
4. Gross Sales w/ Surcharge	11,916.375	0.000	11,916.375	0.000
5. Inventory Adjustments				
a. Capitalizations + or (-)	344.671	(12.127)	284.091	72.707
b. Returns from Customers for Credit +	2,304.106	0.000	2,304.106	0.000
c. Returns from Customers w/o Credit	1,213.770	0.000	8.000	1,205.770
d. Returns to Suppliers (-)	(233.863)	(2.800)	(89.417)	(141.646)
e. Transfers to Property Disposal (-)	(578.874)	(7.500)	(0.175)	(571.199)
f. Issues/Receipts w/o Reimbursement	432.748	0.000	503.916	(71.168)
g. Other Adjustments				
1. Destruct, Shrink, Deteriorations, etc.	(14.556)	(4.140)	(6.221)	(4.195)
2. Discounts on Returns	(33.860)	0.000	(7.306)	(26.554)
3. Trade-ins	0.000	0.000	0.000	0.000
4. Loss from Disaster	(0.241)	0.000	(0.007)	(0.234)
5. Assembly/Disassembly	15.794	0.118	13.977	1.699
6. Physical Inventory Adj	(93.197)	(4.588)	(50.025)	(38.584)
7. Accounting Adjustments	440.776	(8.013)	340.984	107.805
8. Shipment Discrepancies	10.298	0.000	(69.241)	79.539
9. Other Gains/Losses	125.994	(0.854)	83.893	42.955
10. Strata Transfers	(0.043)	(22.770)	1,364.150	(1,341.423)
11. Strata Transfers in Transit	(0.041)	0.000	(0.041)	0.000
12. Other Adjustments - Total	450.924	(40.247)	1,670.163	(1,178.992)
h. Total Inventory Adjustments	3,933.482	(62.674)	4,680.684	(684.528)
6. Inventory EOP	24,916.991	709.112	18,730.097	5,477.782
7. Inventory EOP, Revalued (LAC, Discounted)	24,916.991	709.112	18,730.097	5,477.782
a. Economic Retention (Memo)	4,049.519	0.000	0.000	4,049.519
b. Contingency Retention (Memo)	1,077.788	0.000	0.000	1,077.788
c. Potential DOD Reutilization (Memo)	365.751	18.000	0.200	347.551
8. Inventory on Order at Cost EOP (Memo)	3,388.986	30.601	3,093.747	264.638

Inventory Status

Air Force Working Capital Fund

SM4 | AF Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

2002 R	Total	Mobil	Peacetime Operating	Peacetime Other
1. Inventory BOP	24,873.113	709.112	18,686.219	5,477.782
2. BOP Inventory Adjustments				
a. Reclassification Change (Memo)	(0.059)	0.000	(0.059)	0.000
b. Price Change Amount	2,606.780	50.951	1,986.304	569.525
c. Inventory Reclassified and Repriced	27,479.834	760.063	20,672.464	6,047.307
3. Receipts at Standard	4,472.874	25.148	3,935.156	512.570
4. Gross Sales w/ Surcharge	10,949.928	0.000	10,949.928	0.000
5. Inventory Adjustments				
a. Capitalizations + or (-)	349.453	(12.378)	286.427	75.404
b. Returns from Customers for Credit +	2,315.991	0.000	2,315.991	0.000
c. Returns from Customers w/o Credit	1,212.597	0.000	0.000	1,212.597
d. Returns to Suppliers (-)	(149.315)	(4.500)	(1.000)	(143.815)
e. Transfers to Property Disposal (-)	(593.550)	(16.000)	(0.645)	(576.905)
f. Issues/Receipts w/o Reimbursement	438.473	0.000	510.712	(72.239)
g. Other Adjustments				
1. Destruct, Shrink, Deteriorations, etc.	(26.953)	(7.134)	(15.534)	(4.285)
2. Discounts on Returns	(33.408)	0.000	(6.453)	(26.955)
3. Trade-ins	0.000	0.000	0.000	0.000
4. Loss from Disaster	(0.238)	0.000	0.000	(0.238)
5. Assembly/Disassembly	7.743	0.114	5.936	1.693
6. Physical Inventory Adj	(176.778)	(4.034)	(134.241)	(38.503)
7. Accounting Adjustments	711.109	(6.890)	563.491	154.508
8. Shipment Discrepancies	(29.825)	10.691	(116.822)	76.306
9. Other Gains/Losses	223.639	1.393	178.368	43.878
10. Strata Transfers	(0.040)	(21.900)	1,346.727	(1,324.867)
11. Strata Transfers in Transit	0.009	0.000	0.009	0.000
12. Other Adjustments - Total	675.258	(27.760)	1,821.481	(1,118.463)
h. Total Inventory Adjustments	4,248.907	(60.638)	4,932.966	(623.421)
6. Inventory EOP	25,251.687	724.573	18,590.658	5,936.456
7. Inventory EOP, Revalued (LAC, Discounted)	25,251.687	724.573	18,590.658	5,936.456
a. Economic Retention (Memo)	105.715	0.000	0.000	105.715
b. Contingency Retention (Memo)	98.130	0.000	0.000	98.130
c. Potential DOD Reutilization (Memo)	214.664	0.000	0.000	214.664
8. Inventory on Order at Cost EOP (Memo)	3,376.678	35.239	3,080.772	260.667

Sources of Revenue

Air Force Working Capital Fund

FUND11 — AF Supply Management Activity Group — FY 2002 Amended Budget Submission

(Dollars in Millions) — June 2001

	2000 AC	2001 AP	2002 R
1. New Orders (Gross)			
a. Orders From DOD Components:			
(1) Air Force			
(a) Aircraft Procurement	34.727	30.183	39.943
(b) Missile Procurement	5.593	18.487	4.793
(c) Other Procurement	3.726	3.560	5.720
(d) Military Construction - AF	0.000	0.000	0.000
(e) Operations & Maintenance - AF	4,929.456	5,353.627	5,147.397
(f) Military Personnel - AF	33.447	63.575	53.952
(g) Research and Development - AF	118.591	120.217	114.990
(h) Reserve Personnel - AF	4.126	7.605	7.410
(i) Operations & Maintenance - AFRES	358.384	424.287	300.452
(j) Operations & Maintenance - ANG	1,321.804	1,424.076	1,267.739
(k) Guard Personnel - ANG	11.702	22.031	17.183
(l) Family Housing	8.965	14.078	22.433
(m) Special Trust Funds	5.665	5.271	5.291
(n) Other Air Force	4.541	1.520	3.103
Total Air Force	6,840.727	7,488.517	6,990.406
(2) Army	32.787	32.508	27.201
(3) Navy	161.798	175.248	110.541
(4) MAP/Grant Aid	(0.020)	0.420	0.160
(5) Other DOD	988.291	998.528	1,170.924
Total DOD excluding WCF	8,023.583	8,695.221	8,299.232
b. Orders From Other Fund Activity Groups			
(1) Oth AF Supply Management Activity Group	26.562	23.608	38.608
(2) Transportation Activity Group - TRANSCOM	749.931	1,165.967	659.298
(3)Depot Maintenance Activity Group	1,758.581	1,818.798	1,862.171
(4) Other WCF Activity Groups	0.000	0.007	0.014
(5) Commissary, Sur. Coll.	0.104	0.250	0.000
Total Other Fund Activity Groups	2,535.178	3,008.630	2,560.091
c. Total DOD	10,558.761	11,703.851	10,859.323
d. Other Orders:			
(1) Other Federal Agencies	43.280	47.761	21.185
(2) Non Federal Agencies	111.851	177.777	7.308
(3) FMS	261.838	200.989	263.824
Total	416.969	426.527	292.317
Total New Gross Orders	10,975.730	12,130.378	11,151.640
2. Carry-In Orders	864.363	919.492	1,111.653
3. Total Gross Orders (New + Carry-in Orders)	11,840.093	13,049.870	12,263.293
4. Change to Backlog	55.129	193.124	192.405
5. Total Gross Sales	10,920.601	11,937.254	10,959.235
6. Less Credit Returns	2,500.240	2,304.106	2,315.991
7. Total Net Sales	8,420.361	9,633.148	8,643.244

Revenues and Expenses

Air Force Working Capital Fund

FUND14 | AF Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

	2000 AC	2001 AP	2002 R
Revenue:			
Gross Sales	10,920.601	11,937.254	10,959.235
Operations	10,920.601	11,937.254	10,959.235
Capital Surcharge	0.000	0.000	0.000
Depreciation exc Maj Const	0.000	0.000	0.000
Major Construction Dep	0.000	0.000	0.000
Other Income	629.791	385.529	359.068
Refunds/Discounts/Credit Returns (-)	2,500.240	2,304.106	2,315.991
Total Income:	9,050.152	10,018.677	9,002.312
Expenses:			
Cost of Materiel Sold from Inv	8,334.155	9,074.576	7,760.622
STD Cost of Materiel	5,594.139	6,417.410	7,760.622
Exchg Cost of Materiel	2,058.591	1,795.166	0.000
Condemnations @ Carcass	681.425	862.000	0.000
Mobilization	28.176	29.224	29.786
Full Cost Recovery	0.000	0.000	0.000
Lean Logistics	0.000	0.000	0.000
Inventory Gains/Losses	(27.136)	(17.211)	(9.021)
Inventory Maintenance	1.439	(0.415)	0.000
Salaries and Wages:			
Military Personnel Compensation & Benefits	3.202	3.081	4.043
Civilian Personnel Compensation & Benefits	113.123	113.322	140.178
Travel & Transportation of Personnel	3.269	5.741	5.877
Materials & Supplies (For internal Operations)	7.610	8.895	7.567
Equipment	0.053	0.000	0.000
Other Purchases from Revolving Funds	310.328	388.131	385.431
Transportation of Things	228.780	90.975	92.159
Depreciation - Capital	30.742	56.437	38.776
Printing and Reproduction	3.440	5.468	5.323
Advisory and Assistance Services	0.535	0.580	0.589
Rent, Communication, Utilities, & Misc. Charges	36.794	41.038	47.588
Other Purchased Services	97.062	230.738	277.614
Other Expenses	1.898	20.383	36.126
Total Expenses	9,173.470	10,050.963	8,822.658
Operating Result	(123.318)	(32.286)	179.654
Less Capital Surcharge Reservation	0.000	0.000	0.000
Plus Passthroughs or Other Approps (NOR)	0.000	0.000	0.000
Other Adjustments (NOR)	28.107	(32.695)	(70.236)
Mobilization	28.176	29.224	29.786
Other Changes	(0.069)	(61.919)	(100.022)
Net Operating Result (Calculation)	(95.211)	(64.981)	109.418
Net Operating Result (1307 Report)	(123.370)	(64.981)	109.418
Other Changes (AOR)	0.000	0.000	0.000
Prior Year AOR	54.116	(41.095)	(105.600)
Accumulated Operating Result	(69.254)	(106.076)	3.818
Non-Recoverable Adjustment (AOR)	(28.159)	0.000	0.000
Accumulated Operating Result for Bdgt Purpose	(41.095)	(106.076)	3.818

2000	PROCURED FROM DESC			PROCURED BY SERVICE			
	BARRELS (MIL BBLS)	COST PER BARREL ($)	EXTENDED PRICE ($ MIL)	BARRELS (MIL BBLS)	COST PER BARREL ($)	EXTENDED PRICE ($ MIL)	STABIL PRICE ($)
JP-4	0.00000	33.60	0.000	0.00000	0.00	0.000	0.00
JA-1	0.07048	25.62	1.806	1.40143	63.00	88.290	0.00
JP-5	2.77164	26.46	73.338	0.00000	0.00	0.000	0.00
JP-8	56.77739	26.04	1,478.483	0.00000	0.00	0.000	0.00
AVGAS	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
INTO-PLANE	2.02621	33.18	67.230	0.00000	0.00	0.000	0.00
MOGAS,UNL	0.63867	28.56	18.240	0.40328	28.56	11.518	0.00
MOGAS,LD	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
DISTILLATE	1.95536	25.20	49.275	1.71394	25.20	43.191	0.00
RESIDUALS	0.00000	15.96	0.000	0.18041	15.96	2.879	0.00
LIQ PROP	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
PPV ADJ	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
MISSILE	0.00000	0.00	0.000	66.22600	1.00	66.226	0.00
TOTAL	64.23975	26.28	1,688.372	69.92506	3.03	212.104	

2001	PROCURED FROM DESC			PROCURED BY SERVICE			
	BARRELS (MIL BBLS)	COST PER BARREL ($)	EXTENDED PRICE ($ MIL)	BARRELS (MIL BBLS)	COST PER BARREL ($)	EXTENDED PRICE ($ MIL)	STABIL PRICE ($)
JP-4	0.00000	50.82	0.000	0.00000	0.00	0.000	0.00
JA-1	0.06978	42.00	2.931	2.75868	63.00	173.797	0.00
JP-5	2.74392	43.26	118.702	0.00000	0.00	0.000	0.00
JP-8	56.20962	42.42	2,384.412	0.00000	0.00	0.000	0.00
AVGAS	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
INTO-PLANE	2.00595	53.34	106.997	0.00000	0.00	0.000	0.00
MOGAS,UNL	0.63228	45.78	28.946	0.27767	45.78	12.712	0.00
MOGAS,LD	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
DISTILLATE	1.93580	41.16	79.678	1.15814	41.16	47.669	0.00
RESIDUALS	0.00000	27.30	0.000	0.11641	27.30	3.178	0.00
LIQ PROP	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
PPV ADJ	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
MISSILE	0.00000	0.00	0.000	67.82400	1.00	67.824	0.00
TOTAL	63.59735	42.80	2,721.666	72.13490	4.23	305.180	

2002	PROCURED FROM DESC			PROCURED BY SERVICE			
	BARRELS (MIL BBLS)	COST PER BARREL ($)	EXTENDED PRICE ($ MIL)	BARRELS (MIL BBLS)	COST PER BARREL ($)	EXTENDED PRICE ($ MIL)	STABIL PRICE ($)
JP-4	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
JA-1	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
JP-5	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
JP-8	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
AVGAS	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
INTO-PLANE	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
MOGAS,UNL	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
MOGAS,LD	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
DISTILLATE	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
RESIDUALS	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
LIQ PROP	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
PPV ADJ	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
MISSILE	0.00000	0.00	0.000	0.00000	0.00	0.000	0.00
TOTAL	0.00000	0.00	0.000	0.00000	0.00	0.000	

FY 2002 War Reserve Material (WRM) Stockpile
Air Force Supply Management Activity Group (SMAG)

($ in millions)

STOCKPILE STATUS

	Total	WRM Protected	WRM Other
1. Inventory BOP @ Std	709.112	550.389	158.723
2. Price Change	50.947	34.016	16.931
3. Reclassification	0.000	0.000	0.000
4. Inventory Changes			
a. Recipts @ Std	0.000	0.000	0.000
(1). Purchases	0.000	0.000	0.000
(2). Returns from customers	0.000	0.000	0.000
b. Issues @ Std	-20.500	-20.500	0.000
(1). Sales	0.000	0.000	0.000
(2). Returns to suppliers	-4.500	-4.500	0.000
(3.) Disposals	-16.000	-16.000	0.000
c. Adjustments @ Std	-37.352	-26.755	-10.597
(1). Capitalizations	-12.378	-15.362	2.984
(2). Gains and losses	1.393	0.000	1.393
(3). Other	-26.367	-11.393	-14.974
5. Inventory EOP	724.573	562.298	162.275

STOCKPILE COSTS

1. Storage 2. Management 3. Maintenance/Other Total Cost	Air Force WRM is intermixed with existing supply inventories under the spare-is-a-spare concept or to prevent spoilage of perishable items. As such, seperately identifiable WRM stockpile costs are not available.

WRM BUDGET REQUEST

1. Obligations @ Cost	29.224	29.224	0.000
a. Additional WRM	0.000	0.000	0.000
b. Replen WRM	29.224	29.224	0.000
c. Repair WRM	0.000	0.000	0.000
d. Assemble/Disassemble	0.000	0.000	0.000
e. Other	0.000	0.000	0.000
	0.000	0.000	0.000
Total Request	29.224	29.224	0.000

AIR FORCE WORKING CAPITAL FUNDS
FY 2002 AMENDED BUDGET SUBMISSION
DEPOT MAINTENANCE ACTIVITY GROUP (DMAG)

DMAG Mission Statement

DMAG provides major overhaul and repair of weapon systems and spare parts while striving to meet or exceed required standards for quality, timeliness and cost. In peacetime, DMAG enhances readiness by efficiently and economically repairing, overhauling and modifying aircraft, engines, missiles, components and software to meet customer demands. During wartime or contingencies, DMAG surges repair operations and realigns capacity to support the warfighter's immediate needs.

Repair and overhaul are accomplished by both Air Force Materiel Command (AFMC) depots and contract operations. DMAG operates on the funds received from its customers through sales of its services. Less than one percent of the annual DMAG budget comes from funds authorized by Congress.

DMAG Customers, Products and Services

DMAG provides support to a variety of customers. The single largest customer is the Supply Management Activity Group (SMAG), which generates approximately 49 percent of the DMAG revenue. The components repaired for SMAG replenish spare parts to the Air Force supply chain. Approximately 44 percent of the DMAG revenue comes directly from work performed for the major commands, Air National Guard and Air Force Reserve. The balance of the DMAG work comes from other services, other government agencies and foreign countries.

DMAG provides scheduled overhaul for airframes and engines based on a planned timetable for each weapon system. DMAG also repairs individual components routed from the field. Missiles and ground electronic systems are repaired through scheduled and unscheduled depot maintenance. Further, AFMC depots provide an extensive software capability to develop or modify software used to operate weapon systems, as well as software designed for diagnostic purposes. Depots locally manufacture critical components required for parts not otherwise obtainable in a timely or cost effective manner. Finally, DMAG provides storage for all military services at the Aerospace Maintenance and Regeneration Center at Tucson, AZ for equipment currently not needed by the active forces.

DMAG Objectives

Five objectives in the AFMC strategic plan enable DMAG to achieve its mission, committing the activity to improve in expeditionary aerospace support, weapon system management, cost reduction, work force management and infrastructure realignment. DMAG objectives support the AFMC mission essential tasks contained in the Air Force Doctrine Directive 1-1.

1. Expeditionary Aerospace Support: Reduce total flow days for end items undergoing depot maintenance by 20 percent by the end of FY 2000 and an additional 20 percent by the end of FY 2005 from the FY 1998 baseline for both contract and organic repair. Meet end item delivery commitments 90 percent of the time by the end of FY 2000 and 95 percent of the time by the end of FY 2005 through data modernization. Engineer labor standards to accurately describe changing work requirements.

2. Weapon System: Sustain and improve fielded weapon systems by meeting or exceeding specific performance, cost, schedule, safety and certification commitments by FY 2005.

3. Cost: Reduce average customer price after inflation by eight percent from the FY 1998 baseline by the end of FY 2007. Consolidate core capabilities/technologies from closing depots to remaining depots by the end of FY 2001. Compete non-core workload within the limit of current statutes. Develop partnerships with industry to place unused but essential capacity into service. Manage costs each year to ensure net operating result goals are met. Hire additional production management specialists to improve the contract management program. Improve the management of material.

4. Work Force: Develop a qualified, flexible work force in sufficient numbers with appropriate employment/skills mix by FY 2005 to support the AFMC FY 2007 performance and cost objectives.

5. Infrastructure: Support the mission and people at AFMC installations with capital infrastructure that is properly sized, configured and maintained to enable productive operations and achieve Air Force quality of life standards by FY 2010.

Outlook

As the Air Force's Expeditionary Aerospace Force concept evolves, DMAG will remain a fundamental element of both readiness and sustainability by providing a cost effective, rapid repair capability. DMAG will continue to: a) provide a core Air Force depot capability to retain an in-house source of technical competence; b) seek new methods for efficient use of resources such as partnering, government owned/contractor operated facilities and contractor field teams to

augment in-house operations; c) pursue competitions and outsourcing for workloads unnecessary to support core capabilities; d) lower overhead cost; e) decrease flow days for systems and components; f) increase parts availability to the repair line; and g) decrease material costs through process reviews, adoption of commercial practices and engineered standards.

DMAG Mission Description

DMAG provides the capability, organic and contract, that guarantees mission support of workload for combat forces. Organic depot maintenance ensures support of mission essential workload and support of workload that commercial sources cannot or will not perform. Contract depot maintenance also supports non-mission essential workloads and mission essential workloads where the risk of non-support is low. This can include military workloads that have commercial derivatives, where there are multiple contract sources to perform the work, and where these sources have experienced few production disruptions.

The average depot maintenance aggregate throughput (aircraft flow days) continues to decrease each succeeding year since FY 1996. The average flow days for FY 2000 to date are 140 days for aircraft produced by organic and contracted sources. This is down from an average of 156 days for FY 1996. While the total flow day averages for the general population of aircraft undergoing depot maintenance actions are decreasing, airframes such as the KC-135 and C-5 continue to be problematic. Some aircraft are incurring additional flow days due to unanticipated airframe related problems or supply delays. AFMC is aggressively pursuing resolution of these problems with goals of reducing total flow days and depot related costs.

Organic depot maintenance services include repair, overhaul and modification of aircraft, missiles, engines, engine modules and associated component items, exchangeable spare parts and other major end items. Other services include local manufacture, software maintenance, aircraft storage and reclamation, and support to base tenants. Current organic depot maintenance sites include:

Ogden Air Logistics Center (OO-ALC), Ogden, UT
Oklahoma City Air Logistics Center (OC-ALC), Oklahoma City, OK
Warner Robins Air Logistics Center (WR-ALC), Robins, GA
Aerospace Maintenance and Regeneration Center (AMARC), Tucson, AZ

Recent base realignment and closure (BRAC) decisions resulted in the closure/realignment of the following Air Force depot maintenance facilities effective 13 Jul 01:

San Antonio Air Logistics Center (SA-ALC) (Realigned)
Sacramento Air Logistics Center (SM-ALC) (Closed)

While turbulence in productivity is expected as a result of the workload transition, DMAG looks forward to a more steady state of operation and increased productivity.

DMAG's environment continues to change in response to technology advances. Weapon systems embodying new materials and technologies require new maintenance processes, while improvements in reliability and reducing the frequency of maintenance for items have become priority concerns. The net result is a requirement for greater flexibility in addressing both the peacetime and wartime workload changes. This flexibility is partially achieved by employing both organic and contractor repair sources.

DMAG Mission Organization

DMAG is managed under a chief executive officer structure. The AFMC Commander (AFMC/CC) is the Chief Executive Officer (CEO). The AFMC Director of Logistics (HQ AFMC/LG) serves as the Chief Operating Officer (COO) and the AFMC Director of Financial Management (HQ AFMC/FM) is the Chief Financial Officer (CFO).

At the air logistics center level, the center commander (CC) has the responsibility (both operational and financial) for depot maintenance at that center. The center COO responsibility is exercised by the Director of Logistics (LG at OC-ALC, OO-ALC and WR-ALC) or the center Executive Director (CD at AMARC). Day-to-day management of the financial portion of the DMAG is managed by the center CFO while the depot maintenance managers manage the production.

Financial Highlights

Customer Orders: ($M)

	FY00	FY01	FY02
Organic	$2,919.5	$3,222.0	$3,976.9
Contract	$2,332.4	$2,408.1	$2,529.5
Total	$5,251.9	$5,630.1	$6,506.4

	FY00	FY01	FY02
Revenue	$5,273.8	$5,626.1	$6,241.4
-Cost of Goods Sold	$5,327.2	$5,640.4	$5,949.1
= Operating Results	$(53.4)	$(14.3)	$292.3
Net Operating Results	$(109.0)	$(14.3)	$292.3
Accumulated Operating Results for Budget Purposes	$(147.3)	$(211.6)	$(43.3)

Stabilized Sales Rates and Prices:

	FY00	FY01	FY02
Organic Composite Sales Rate			
Rate Change	(6.6%)	12.5%	16.9%
Contract Customer Price Change	0.0%	0.0%	2.0%

The following shows changes from the FY 2001 organic composite rate to the FY 2002 composite rate:

FY 2001 Composite Rate	$134.96
Material Inflation / Consumption	7.74
Pay Raises	3.02
Other Inflation	.82
DLA Cost	1.75
Facilities & Equip Maintenance	1.72
DMAPS DISA	1.09
Productivity	3.49
Depreciation	1.94
Utilities / Training / Other	1.20
FY 2002 Composite Rate	$157.73

Other Highlights

	FY00	FY01	FY02
Direct Production Standard Hours (Hours in Millions)	22,309	22,478	22,866
Manpower Resources:			
Civilian Endstrength	20,434	20,081	20,078
Civilian Workyears (w/o OT)	20,918	21,016	21,282
Military Endstrength	220	258	226

Current Issues:

1. Net Available:

Net available (in months) as represented in this submission is as follows:

	FY00	FY01	FY02
Organic	3.0	2.9	3.2
Contract	4.7	4.4	4.6

2. Productivity

The workload transfers from the closing centers have had an expected - and temporary - negative effect on production. Approximately 40% of the workload

has moved to new sources of repair. These negative effects include workload transfer slippage, facility modifications, deficient equipment and personnel issues that must be worked. A major personnel issue being faced is less than the desired number of personnel moving from closing to gaining centers, which has necessitated additional hiring and a requirement for increased training. Our projected productivity indicators were developed to coincide with the effects of this significant change in workload realignment and hiring plan. In order to ensure adequate customer support, while bringing our civilian workforce to journeyman level qualifications, DMAG has employed contract augmentees to supplement the organic workforce. DMAG is committed to progressive improvement of productivity as we move past the initial turbulence associated with major workload realignment.

3. Union Grievance Over Environmental Differential Pay

The American Federation of Government Employees (AFGE) Local 1627 is grieving the Air Force's failure and/or refusal to pay environmental differential pay to the union's bargaining unit employees as a result of asbestos exposure at Kelly AFB since March 1975. On 11 Feb 2000, an arbitrator issued a decision limiting the amount of differential pay to six years under the Back Pay Act. Potential timing and cost of any settlement is difficult to estimate or predict and, as such, is not included in this budget. The estimates for the potential settlement could, if the union's grievance prevails, reach approximately $100M. It is also possible that the Air Force and AFGE Local 1617 could settle for some figure less than $100M.

4. DMAG Strategic Plan Initiatives

The FY 2000 AFMC *Depot Maintenance Mission Activity Strategic Plan* includes 13 objectives that are at varying stages of implementation. However, all are currently on track with scheduled milestones. Two objectives, the industrial engineer (IE) technician program and improved contract depot maintenance management have provided positive results. To date, IE technicians have engineered approximately 72,000 hours and standard changes have been implemented while another 57,000 hours are in coordination. The net result is a reduction in maintenance labor hours. Contract DMAG is strengthening their organizations within each of the centers to support this effort. As a result, significant cost avoidance has been achieved through better oversight and control of material.

5. Phase-Out of Job Routing

Within Air Force depots, "job routing" is the repair of exchangeable items, outside of the supply system, as part of the process of repairing the next higher assemblies. The process of job routing understates total repair cost of an item by not incurring the SMAG surcharge, which should be associated with the

exchangeable item. Perhaps more important is that it masks both failure and usage data internal to DMAG shops, both of which are critical to accurate repair, spares and parts forecasting. In FY 2000, the TF33 engine was prototyped for phase-out of job routing. The remaining engines are to be prototyped in FY 2001, as well as other selected components. Navy assets and competed items will be excluded from phase-out of job routing. After FY 2001, job routing will be accomplished only by exception. The transition to non-job routing will improve control over material, promote single requirements development, lead to better distribution decisions, shorten maintenance flow times and improve Air Force business processes by better allocating the total cost of doing business to the activities receiving the support. Non job routing will increase direct material expense by the amount of the surcharges associated with additional SMAG issues (and will correspondingly decrease material expenses to SMAG's non-DMAG customers).

Changes in Cost of Operations

Air Force Working Capital Fund

AF Depot Maintenance Activity Group

FUND2

(Dollars in Millions)

FY 2002 Amended Budget Submission

June 2001

	FY00 TO FY01	FY01 TO FY02
Cost of Operations		
Organic	3,265.430	3,286.053
Contract	2,330.032	2,340.088
TOTAL	5,595.462	5,626.141
ANNUALIZATION		
Annualization of Civilian Pay	15.113	11.299
Annualization of Military Pay	0.105	0.093
TOTAL ANNUALIZATION	15.218	11.392
PRICE CHANGES		
Organic Civilian Pay Raises	31.682	32.678
Organic Military Pay Raises	0.361	0.447
Material Price Growth	54.044	143.570
Contractor Cost Growth	28.127	29.620
Contract Interservice Growth	10.647	4.899
Other Growth	7.229	6.020
TOTAL PRICE CHANGES	132.090	217.234
PRODUCTIVITY SAVINGS		
Organic Labor Savings	0.000	0.000
Material Savings	0.000	0.000
Organic Other Savings	0.000	0.000
Contract Savings	0.000	0.000
TOTAL PRODUCTIVITY SAVINGS	0.000	0.000
PROGRAM CHANGES		
Organic Labor Workload	(4.187)	(15.594)
Material Workload	12.613	(7.634)
BOS	(0.304)	(11.199)
Contractor Changes	(51.935)	77.224
TOTAL PROGRAM CHANGES	(43.813)	42.797
OTHER CHANGES		
Travel & Transportation	(4.663)	(0.803)
Organic Depreciation	3.947	21.869
Organic Facility Maintenance	12.217	0.993
Organic Utilities	(0.083)	(0.765)
Data Systems Development	2.920	2.600
Organic Other ADP	5.399	5.518
Organic Equip/Vehicle Rep & Maintenance	(0.096)	(2.858)
Miscellaneous	(92.458)	(3.966)
TOTAL OTHER CHANGES	(72.817)	22.588
TOTAL CHANGES	30.678	294.011
Cost of Operations		
Organic	3,286.053	3,486.776
Contract	2,340.088	2,433.503
TOTAL	5,626.141	5,920.279

Sources of Revenue

Air Force Working Capital Fund

AF Depot Maintenance Activity Group

FUND11 | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

	2000	2001	2002
1. DOD COMPONENTS			
Aircraft Procurement	324.709	173.565	115.281
Missile Procurement	1.363	3.926	4.855
Other Procurement	19.661	0.010	0.010
MAJCOM O&M	1,630.875	1,669.671	1,734.028
ANG O&M	251.639	460.932	490.912
AFRES O&M	171.058	288.177	322.507
RDTE	51.995	10.282	18.579
AF Supply Mgmt Act Group	2,246.139	2,455.158	3,178.490
Other AF Customers	60.493	33.932	30.147
Other	266.112	161.400	240.200
TOTAL	5,024.044	5,257.053	6,135.009
2. ORDERS FROM OTHER FUND			
Army	3.482	0.703	0.695
Navy	122.717	126.109	123.137
Marine Corps	0.189	0.000	0.000
TRANSCOM	33.045	177.308	182.895
Other DOD Customers	6.008	4.490	4.695
TOTAL	165.441	308.610	311.422
3. TOTAL DOD ORDERS	5,189.485	5,565.663	6,446.431
4. OTHER ORDERS			
Other Federal Funds	9.414	7.887	9.304
Trust Funds (Non-Federal)	0.000	0.000	0.000
FMS (Non-Federal)	52.660	56.346	50.472
Other Non-Federal Funds	0.289	0.192	0.220
TOTAL	62.363	64.425	59.996
5. TOTAL NEW ORDERS	5,251.848	5,630.088	6,506.427
6. CARRY IN ORDERS	2,901.834	2,879.879	2,883.883
7. TOTAL GROSS ORDERS	8,153.682	8,509.967	9,390.310
8. TOTAL GROSS SALES	5,273.802	5,626.084	6,241.390
9. EOY WIP	1,243.268	1,229.034	1,200.223
10. NON-DOD, BRAC, FMS & DWCF ORDERS	95.408	241.733	242.891
11. FUNDED CARRYOVER	1,606.880	1,583.797	1,875.950
12. MONTHS OF CARRYOVER	3.724	3.530	3.747

Revenues and Expenses

Air Force Working Capital Fund

FUND14 | **AF Depot Maintenance Activity Group** | **FY 2002 Amended Budget Submission**

(Dollars in Millions) | **June 2001**

	2000	2001	2002
Revenue:			
Gross Sales	5,273.802	5,626.084	6,241.390
Operations	4,936.697	5,400.181	5,936.477
Capital Surcharge	0.000	0.000	0.000
Depreciation excl Maj Const	0.000	0.000	0.000
Major Construction Dep	20.754	14.503	14.713
Cash Surcharge	50.000	50.000	50.000
Other Income	266.351	161.400	240.200
Refunds/Discounts (-)	0.000	0.000	0.000
Total Income:	5,273.802	5,626.084	6,241.390
Expenses:			
Cost of Materiel Sold from Inv	0.000	0.000	0.000
Salaries and Wages:			
Military Personnel Compensation & Benefits	12.185	12.234	12.102
Civilian Personnel Compensation & Benefits	1,208.809	1,249.838	1,278.949
Voluntary Separation Prog. Incentive	0.000	1.368	1.325
Reduction in Force	0.000	0.000	0.000
Retirement Fund Offset - 15%	0.000	0.628	0.615
Retirement Fund Offset - $80	0.000	0.000	0.000
Travel & Transportation of Personnel	20.323	16.557	16.019
Materials & Supplies (For Internal Operations)	1,831.999	1,898.657	2,034.720
Equipment	0.000	0.000	0.000
Other Purchases from Revolving Funds	154.911	198.906	206.913
Transportation of Things	0.000	0.000	0.000
Depreciation - Capital	109.814	107.273	129.352
Printing and Reproduction	1.886	1.882	2.035
Advisory and Assistance Services	0.000	0.000	0.000
Rent, Communication, Utilities, & Misc Charges	40.883	38.234	39.711
Other Purchased Services	2,214.652	2,100.564	2,198.538
Total Expenses	5,595.462	5,626.141	5,920.279
Work in Process, Beginning of Year	974.991	1,243.268	1,229.034
Work in Process, End of Year	1,243.268	1,229.034	1,200.223
Work in Process, Change	268.277	(14.234)	(28.811)
Operating Result	(53.383)	(14.291)	292.300
Less Capital Surchg Reservation	0.000	0.000	0.000
Plus Passthroughs or Other Approps (NOR)	0.000	0.000	0.000
Other Adjustments (NOR)	(55.647)	0.000	0.000
Net Operating Result (Calculation)	(109.030)	(14.291)	292.300
Net Operating Result (1307 Report)	(109.030)	(14.291)	292.300
Prior Year Adjustments	(24.547)	0.000	0.000
Other Changes (AOR)	0.000	0.000	0.000
Prior Year AOR	(5.553)	(147.281)	(211.572)
Accumulated Operating Result	(139.130)	(161.572)	80.728
Non-Recoverable Adjustment (AOR)	8.151	50.000	124.000
Accumulated Operating Result for Bdgt Purposes	(147.281)	(211.572)	(43.272)

Materiel Inventory Data

Air Force Working Capital Fund

FUND16 | AF Depot Maintenance Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

	2000	2001	2002
1. Materiel Inventory BOP	227.279	344.072	347.512
2. A. BOP Reclassification Changes	0.000	0.000	0.000
B. Adjust To Standard Price	0.000	0.000	0.000
3. A. Price Changes	0.000	0.000	0.000
B. Inventory Reclass & Repriced	227.279	344.072	347.512
4. Receipts From Commercial Sources	416.134	296.403	282.987
5. Negotiated Purchases From Customers	0.000	0.000	0.000
6. Gross Sales	299.341	302.963	289.937
7. Inventory Adjustments			
A. Capitalizations (Net)(+/-)	0.000	0.000	0.000
B. Returns To suppliers (-)	0.000	0.000	0.000
C. Transfer To Prop Disposal (-)	0.000	0.000	0.000
D. Issues/Receipts W/O Reimbrsmnt (+/-)	0.000	0.000	0.000
E. Customer Returns W/O Credit(+)	0.000	0.000	0.000
F. DLR Retrograde (+)	0.000	0.000	0.000
G. Other Inventory Adjustments			
1. Other-Destructions (-)	0.000	0.000	0.000
2. Other-Discounts on Returns	0.000	0.000	0.000
3. Other-Trade Ins (-)	0.000	0.000	0.000
4. Other-Loss From Disaster (-)	0.000	0.000	0.000
5. Other-Assembly/Disassembly (+/-)	0.000	0.000	0.000
6. Other-Physical Inventory Adj (+/-)	0.000	0.000	0.000
7. Other-Accounting Adjustments (+/-)	0.000	10.000	0.000
8. Other-Shipment Discrepencies (+/-)	0.000	0.000	0.000
9. Other-Other Gains/Losses (+/-)	0.000	0.000	0.000
10. Other-Strata Transfers (+/-)	0.000	0.000	0.000
11. Other-Strata Transers in Transit	0.000	0.000	0.000
12. Other-Total	0.000	10.000	0.000
H. Adjustments to Revised Valuation	0.000	0.000	0.000
I. Total Adjustments	0.000	10.000	0.000
8. Inventory-End of Period	344.072	347.512	340.562
A. Economic Retention (Memo)	0.000	0.000	0.000
B. Policy Retention (Memo)	0.000	0.000	0.000
C. Potential Excess (Memo)	0.000	0.000	0.000
D. Other (Memo)	0.000	0.000	0.000
9. Inventory On Order (EOP)	0.000	0.000	0.000

THIS PAGE INTENTIONALLY LEFT BLANK

Air Force Working Capital Fund
Information Services Activity Group (ISAG)
FY 2002 Amended Budget Submission

The Information Services Activity Group was established, effective 1 October 1995 (FY96), under the authority of Section 2208 of Title 10, United States Code. Operations of the group are conducted in accordance with applicable Department of Defense (DoD) policies and regulations.

Functional Description:

There are two Air Force activities acting as one Central Design Activity (CDA) under the command of the HQ Air Force Materiel Command, Wright-Patterson Air Force Base (AFB), Ohio through Electronic Systems Command (ESC) at Hanscom AFB, MA. The two activities are the Materiel Systems Group (MSG) located at Wright-Patterson AFB, OH and the Standard Systems Group (SSG) located at Maxwell AFB – Gunter Annex, AL.

The ISAG is authorized and provides, through the CDAs, the following information services activities: (1 Development and operational sustainment of automated information and communications systems on existing hardware and software platforms for Air Force Materiel Command level logistics support systems and Air Force base level standard support systems. This includes a 24-hour by 7-day field user help desk for field users to call for hardware and software systems support; (2 Automated information and communications systems requirements analysis, system design, development, testing, integration, implementation support, and documentation services on mainframe, mid-tier and personal computer hardware/software platforms for Air Force and DoD customers using the Software Engineering Institute Capability Maturity Model processes; (3 And other authorized information system services or products through the acquisition and operation of the Commercial Information Technology Product Area Directorate (CIT-PAD) commodity contracts for the Department of the Air Force and other agencies of the DoD. The CIT-PAD portion of the ISAG is operated through the collection of a surcharge on the orders submitted by the users of the contracts or blanket purchase authority. This service provides the customers with the opportunity to stay abreast of the latest information technology for personal computers and network hardware and services. While our primary mission of providing CDA services is based on service level agreements (SLAs) with known customers and on the sale of direct billable hours, the CIT-PAD business area provides goods and services (e.g., personal computers, local area network hardware and services including installations worldwide) to many thousands of individual customers across the Air Force and DOD. The nature of this business cannot be supported by SLAs and the recovery of costs through the sale of direct billable hours. Instead, the surcharge rate is established by dividing total CIT-PAD program office expenses (the cost of managing the programs and administering the contracts) by anticipated sales off the contracts. Prior year profits and losses are also incorporated as adjustments to the surcharge rate to obtain the ISAG goal of zero AOR.

The Group may furnish these products or services to agencies of other departments or instrumentalities of the U.S. Government and to private parties and other agencies, as authorized by law. The services are authorized to be provided by organic or contract sources.

HQ Management:

HQ management costs provide for employees who directly support the ISAG management and their associated travel and supplies. It also includes the Air Force Materiel Command Enterprise Intranet, Oracle software licenses and Automated Budget Analysis Centralized User System (ABACUS) database expenses.

Performance Indicators:

The ISAG manages to both financial and non-financial performance indicators. The financial indicators are revenue, cost of goods sold, net operating result, collections, disbursements, and change in cash. The Industrial Fund Accounting Systems has been the source of the monthly data points collected for each indicator/measurement. Starting in FY02, Defense Working Capital Fund Accounting System (DWAS) will be the replacement system in order to operate on a modern accounting system, which provides a true funds control and is Chief Financial Officer Act compliant. The actual data is compared to the annual operating budget plan. An explanation of the variances (plus/minus) and a get-well date is provided on a monthly basis to the ISAG Chief Operating Officer (COO) (HQ AFMC/DR) and the ISAG Chief Financial Officer (CFO) (HQ AFMC/FM). The financial performance indicators are reported to SAF/FM and AF/SC/IL on a quarterly basis. The non-financial indictors are the number of releases scheduled/made, the number of category one and two deficiency reports open/closed, earned value measurement of programs/projects.

Productivity:

Earned Value Management is a SAF/AQ initiative. It is a management technique that relates resource planning to schedule, technical cost, and scheduled requirements. All work is planned, budgeted, and scheduled in time-phased “planned value” increments constituting a cost and schedule measurement baseline. Once established, CDA management and ISAG customers will have visibility of cost variances, the difference between the planned and actual costs for a given task performed; and the schedule variances, a dollarized representation of schedule status. This will indicate whether budgeted work is being accomplished as planned. This visibility allows managers to focus their attention where corrective actions are required.

Financial:

This budget is structured to separate rate-based expenses (organic exhibits) from the cost reimbursable and CIT-PAD expenses (contract exhibits) so that an accurate rate is developed per direct labor hour. Cost reimbursable expenses include direct contract

costs and extraordinary mission unique expenses (e.g., travel, supplies, equipment) that are charged dollar for dollar to the customer. The CITPAD expenses are recovered based on a percent of the total sale price.

Financial Highlights

Customer Orders:
($ in Millions)

	FY00	FY01	FY02
Organic	$112.8	$130.0	$151.2
Contract	378.3	412.1	440.0
Total	$491.1	$542.1	$591.2

Revenue and Expenses:
($ in Millions)

	FY00	FY01	FY02
Revenue	$524.3	$588.8	$601.1
Cost of Goods Sold	535.5	594.7	601.6
Net Operating Results	(11.2)	(5.9)	(.5)
Total Other Adjust	15.7	0.0	0.0
Accumulated Operating Result	6.4	.5	0.0

Stabilized Sales Rates and Prices:

	FY00	FY01	FY02
Organic Composite Sales Rate	$57.52	$60.90	$64.78
Rate Change	-4.8%	5.9%	6.4%
CITPAD Surcharge	1.64%	1.54%	1.55%

The following list depicts the changes from the FY01 organic composite rate to the FY02 composite rate.

FY01 Composite Sales Rate	**$60.90**
Standard OSD Inflation	2.01
FY00 AOR	2.41
FY01 NOR	-2.41
Civ Workyear decrease	-1.46
Depreciation	1.18
DFAS/Misc Exp	1.66
Mil Pay Decrease	-0.95
Labor Hour Decrease	1.44
Total Change	$3.88
FY02 Composite Sales Rate	**$64.78**

Other Highlights

	FY00	FY01	FY02
Direct Labor Hours (Hours in Millions)	1.947	2.327	2.334
Manpower Resources			
Civilian Endstrength	933	1070	1064
Civilian Workyears (w/o OT)	921	1024	1020
Military Endstrength	734	1151	1151
Capital Budget	$6.6M	$11.0M	$10.3M

Changes from Previous PB Submission

Organic Revenue

Organic revenue in the FY02 PB submission is down $2.7M in FY00 and $3.7M in FY01 from the FY01 President's Budget (PB) submission. Direct labor hour sales are approximately 41K less in FY00 due to unprojected civilian and military vacancies (including military contingency TDYs). In FY01 60K hours less are due to revised estimates for new business and reductions to some customer orders (e.g., Defense Finance and Accounting Services, Medical Systems, Air Force Defense Software Repository System).

Organic Expenses

FY00 expenses are $1.6M less in FY00 and $2M higher in FY01 than in the FY01 PB submission. The FY00 decrease is driven by civilian workyears coming in less than budgeted. The FY01 increase is due to inclusion of the Defense Finance & Accounting System (DFAS) bill for the first time. This $2M DFAS bill was funded centrally outside the ISAG in previous submissions.

CIT-PAD Revenue

CIT-PAD revenue (which impacts the Contract Fund 14 Net Operating Result performance) is $.5M less in FY00 and $.7M more in FY01 than in the FY01 PB. Sales were less than anticipated in FY00. FY01 revenue is expected to be up because of new OSD Enterprise Software Initiative sales and new Integrated Computer Aided Software Engineering (ICASE) sales.

CIT-PAD Expenses

CIT-PAD expenses were $400K less than projected in FY00 and unchanged in FY01. The reduction in FY00 is driven by reduced travel (new marketing strategy resulted in fewer travelers) and reduced contract services (Information Technology Superstore effort was performed organically rather than contracted out, as projected in the FY01 PB).

Cost Reimbursable Revenue/Expense

Cost reimbursable revenue for FY00 was $11.1M higher than projected in the FY01 PB, driven by increases in contract passthrough activity. The FY00 expenses were $9.9M higher than projected in the FY01 PB for the same reason. FY01 revenue is $53.6M higher than projected in the FY01 PB, again, driven by increased contract passthrough. FY01 expenses are $55.4M higher for the same reason.

FY00-FY01

Mil Pers and Civ Pers: Increase due to the capitalization of remaining appropriated assets at HQ SSG in FY01.

Equip: Reduction driven by decrease in Defense Security Services (DSS)extraordinary equipment purchases. This decrease was partially offset by rate-based infrastructure supplies and equipment purchases returning to normal levels in FY01 after being held back in FY00 to offset other costs associated with workforce reshaping.

Other Purchased Services: Increase is driven by extraordinary expense increases such as SSG/IL's Integration program had increased Other Engineering Services & Support Effort and ESC/PIH, PIW and Product Data Systems Modernization (PDSM) are carried as direct reimbursable until they become incorporated into the AFWCF organic business. Additionally, rate-based contract expenses increase for operational risk mitigation (tech support for revalidation of compliance with Defense Information Infrastructure/Common Operating Environment mandates and internal Standard Software Process) and addition of internal research and development expenses to ensure the ISAG maintains technological skills necessary to compete in today's market.

FY01-FY02

Mil Pers: Decrease due to lower authorizations and lower projected fill rate than used in the FY01 projection

Civ Pers: Increase due to annual pay raise growth

Equip: Increase driven by increased 3080 purchases on behalf of customers (e.g., Defense Messaging System Air Force (DMS-AF), Standard Procurement System (SPS) and Cargo Movement Operations System (CMOS). The CMOS increase is associated with regionalization efforts. The DMS-AF program expenses provide centralized communication and tech refresh. DMS-AF FY01 obligations actually exceed FY02, but carryover of expenses into FY02 make FY02 expenses higher. The SPS increase is associated with the implementation and deployment schedule for the SPS, which shifts from an AFMC focus in FY01 to multiple Commands in FY02.

Other Purchased Services: Decrease driven by decreased contract passthrough expenses due to functionality of various systems merging with others, reductions of tech refresh requirements, and the scheduled completion of modernization efforts. Affected programs include the Joint Ammunition Management Standard System, Automated Business Services System, Requirements Data Bank/Requirements Management Systems and AFMC Enterprise Intranet.

Changes in Cost of Operations

Air Force Working Capital Fund

AF Information Services Activity Group

FUND2 | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

	FY00 TO FY01	FY01 TO FY02
COST OF OPERATIONS	535.491	594.684
PRICE CHANGES		
Military Pay	1.230	1.368
Civilian Pay	2.673	2.817
Supply Price Growth	0.470	0.543
Contractor Cost	8.232	8.208
Other	0.482	0.877
TOTAL PRICE CHANGES	13.087	13.813
PRODUCTIVITY CHANGES		
Civilian Labor	0.000	0.000
Military Labor	0.000	0.000
Supply Savings	0.000	0.000
Travel Cost Savings	0.000	0.000
Contract Cost Savings	0.000	0.000
Other	0.000	0.000
TOTAL PRODUCTIVITY CHANGES	0.000	0.000
PROGRAM CHANGES		
BOS	(0.062)	0.590
Other	46.167	(7.468)
TOTAL PROGRAM CHANGES	46.105	(6.878)
OTHER CHANGES	0.001	0.001
COST OF OPERATIONS	594.684	601.620

Sources of Revenue

Air Force Working Capital Fund

FUND11 — AF Information Services Activity Group — FY 2002 Amended Budget Submission

(Dollars in Millions) — June 2001

	2000	2001	2002
1. DOD COMPONENTS			
Aircraft Procurement	0.000	0.000	0.000
Missile Procurement	0.003	0.000	0.000
Other Procurement	34.546	18.279	29.448
MAJCOM O&M	190.532	180.847	195.750
ANG O&M	0.309	0.000	0.000
AFRES O&M	0.049	0.000	0.000
RDTE	67.554	65.841	73.719
AMC	0.000	0.000	0.000
Other AF Customers	32.655	67.692	87.637
TOTAL	325.648	332.659	386.554
2. ORDERS FROM OTHER FUND			
AF Supply Mgmt Act Group	102.956	97.176	124.552
AF Depot Maint Act Group	60.516	34.119	45.167
Army	0.520	0.601	0.878
Navy	1.651	0.678	0.878
Marine Corps	0.274	0.000	0.000
TRANSCOM	0.000	0.000	0.000
Other DOD Customers	51.958	17.889	33.136
TOTAL	217.875	150.463	204.611
3. TOTAL DOD ORDERS	543.523	483.122	591.165
4. OTHER ORDERS			
Other Federal Funds	6.621	0.000	0.000
Trust Funds (Non-Federal)	0.000	0.000	0.000
FMS (Non-Federal)	0.000	0.000	0.000
Other Non-Federal Funds	0.000	0.000	0.000
TOTAL	6.621	0.000	0.000
5. TOTAL NEW ORDERS	550.144	483.122	591.165
6. CARRY IN ORDERS	148.026	173.858	68.225
7. TOTAL GROSS ORDERS	698.170	656.980	659.390
8. FUNDED CARRYOVER	173.858	68.225	58.276
9. TOTAL GROSS SALES	524.312	588.755	601.114

Revenues and Expenses

Air Force Working Capital Fund

FUND14 | **AF Information Services Activity Group** | **FY 2002 Amended Budget Submission**

(Dollars in Millions) | **June 2001**

TOTAL	2000	2001	2002
Revenue:			
Gross Sales	524.312	588.755	601.114
Operations	524.312	588.755	601.114
Capital Surcharge	0.000	0.000	0.000
Depreciation exc Maj Const	0.000	0.000	0.000
Major Construction Dep	0.000	0.000	0.000
Other Income	0.000	0.000	0.000
Refunds/Discounts (-)	0.000	0.000	0.000
Total Income:	524.312	588.755	601.114
Expenses:			
Cost of Materiel Sold from Inv	0.000	0.000	0.000
Salaries and Wages:			
Military Personnel Compensation & Benefits	31.318	37.013	36.252
Civilian Personnel Compensation & Benefits	66.772	77.701	79.266
Travel & Transportation of Personnel	3.965	6.728	6.930
Materials & Supplies (For internal Operations)	5.357	5.644	5.910
Equipment	17.033	21.507	33.007
Other Purchases from Revolving Funds	0.000	2.000	2.000
Transportation of Things	0.009	0.010	0.009
Depreciation - Capital	4.225	5.486	7.883
Printing and Reproduction	0.002	0.018	0.018
Advisory and Assistance Services	0.000	0.000	0.000
Rent, Communication, Utilities, & Misc. Charge	0.003	0.003	0.000
Other Purchased Services	406.807	438.574	430.345
Total Expenses	535.491	594.684	601.620
Work in Process, Beginning of Year	0.000	0.000	0.000
Work in Process, End of Year	0.000	0.000	0.000
Work in Process, Change	0.000	0.000	0.000
Operating Result	(11.179)	(5.929)	(0.506)
Less Capital Surcharge Reservation	0.000	0.000	0.000
Plus Passthroughs or Other Approps (NOR)	0.000	0.000	0.000
Other Adjustments (NOR)	0.000	0.000	0.000
Net Operating Result (Calculation)	(11.179)	(5.929)	(0.506)
Net Operating Result (1307 Report)	(11.179)	(5.929)	(0.506)
Prior Year Adjustments	15.708	0.000	0.000
Other Changes (AOR)	0.000	0.000	0.000
Prior Year AOR	1.906	6.435	0.506
Accumulated Operating Result	6.435	0.506	0.000
Non-Recoverable Adjustment (AOR)	0.000	0.000	0.000
Accumulated Operating Result for Bdgt Purpose	6.435	0.506	0.000

UNITED STATES TRANSPORTATION COMMAND
TRANSPORTATION WORKING CAPITAL FUND
BUDGET NARRATIVE ANALYSIS

BACKGROUND

This President's Budget (PB) submission provides justification for the United States Transportation Command's (USTRANSCOM) Transportation Working Capital Fund (TWCF) budget. Common-user assets are under the combatant command (command authority) of USCINCTRANS, excluding Service-unique or theater-assigned transportation assets. USTRANSCOM is the single DOD manager for the Defense Transportation System (DTS) in peace and war. USTRANSCOM submits the TWCF budget as a discrete subset of the Air Force Working Capital Fund budget submission. This budget reflects the expense authority needed to meet peacetime operations and the surge/readiness requirements to support the National Military Strategy. Requested capital funding supports the Department's In-Transit Visibility and Command and Control needs and facilitates continuous process improvement, and modernization.

COMPOSITION OF COMPONENT BUSINESS AREA

The mission of USTRANSCOM is to provide air, land, and sea transportation for the DOD, both in time of peace and war. USTRANSCOM is a joint team of transportation components, which operate intermodally to provide a seamless peace-to-war transition. As a unified command, USTRANSCOM exercises combatant command and peacetime management over the common-user aspects of the global mobility network, and executes this responsibility via its Transportation Component Commands (TCCs)--the Air Mobility Command (AMC), the Military Sealift Command (MSC), and the Military Traffic Management Command (MTMC). USTRANSCOM ensures this network is capable of rapidly transitioning from peacetime to contingency and wartime operations as required by the National Command Authorities. USTRANSCOM forces operate worldwide in direct support of U.S. humanitarian and military operations which demonstrates DTS readiness on a daily basis. The following describes the TCCs' roles:

AMC, DOD's single operating agency for airlift services, maintains a worldwide airlift system in a constant state of readiness. Accomplishment of this mission directly affects the readiness and sustainability of deployed forces throughout the world as well as the nation's ability to move CONUS based forces quickly. The logistics capability provided by our readiness training program using the Department's aircraft, as well as augmentation from the commercial Civil Reserve Air Fleet carriers, is used to satisfy airlift requirements. AMC also manages service-unique airlift assets for the Department of the Air Force.

Defense Courier Service (DCS) is a joint agency assigned to USTRANSCOM's airlift component. DCS maintains a global network of courier stations. DCS is the DOD agent for secure custody/rapid transfer of highly classified/sensitive national security materials.

MSC provides sealift support for the Department for both emergent and peacetime requirements. MSC supports four of the Command's major programs—Chartered Cargo, Petroleum Tankerships (POL), Strategic Surge (Large Medium Speed Roll-on/Roll-off (LMSR) vessels and Fast Sealift Ships (FSS)), and the Non-Navy Afloat Prepositioning Force (APF-T). The majority of sealift capability is obtained through MSC controlled contracted vessels or operating contracts. MSC also manages Service-unique sealift assets for the Department of the Navy.

MTMC provides services as the single defense manager for traffic management, land transportation, common-user ocean terminals, and intermodal container management during peacetime and war. As common-user transportation manager, MTMC manages freight movement, personal property shipment, and passenger traffic worldwide. As a transportation operator, MTMC operates and manages common-user water terminals throughout the world and monitors movements through all terminals. MTMC also has responsibility for intermodal surface transportation referred to in this budget as Liner Ocean Transportation. In addition, MTMC manages Service-unique assets for the Department of the Army.

USTRANSCOM's centralized headquarters and three TCCs promote USTRANSCOM's ability to support the warfighting CINCs. The TCCs provide lines of communication to the Services, ensuring assets are available when needed for a seamless transition from peace to war. Our ability to execute our responsibilities under the National Military Strategy resides in the core competencies of our TCCs. Our successes result from the synergy of military and commercial lift (air, land, and sea), air refueling, port operations, and afloat prepositioning--all involving our TCCs. The TCCs also provide the critical linkage to the Services' core competencies in organizing, training, and equipping forces. We are inextricably linked to Service training, operations tempo (OPTEMPO), personnel tempo (PERSTEMPO), maintenance, acquisition, logistics, and support policies and procedures--all key enablers in providing ready forces and capabilities.

USTRANSCOM's goal is to effectively and efficiently direct the mix of the above transportation functions in order to meet defense transportation requirements. The establishment of the Joint Mobility Control Group (JMCG) at USTRANSCOM enables us to centralize visibility of all transportation requirements within the DTS. The JMCG structure exercises command and control over the entire DTS and ensures efficient use of all assets. This allows us to make the best use of our training opportunities while meeting the customer's requirements.

BUDGET HIGHLIGHTS

One of DOD's highest priority goals is to maintain a robust and responsive national DTS as a critical element of America's national security strategy for rapid power projection of a CONUS-based force. USTRANSCOM's ability to move sufficient numbers of U.S. forces and equipment enables us to defend vital national interests anywhere in the world at a moment's notice. A strong defense transportation capability gives credence to our alliance commitments by delivering economic and security assistance, and when needed--military forces. The DTS--a partnership of military and commercial assets--enables us to accomplish these actions. The following budget highlights discuss our various initiatives and budget changes.

ECONOMIES AND EFFICIENCIES:

From FY94 to FY03, USTRANSCOM productivity and cost avoidance initiatives and organizational streamlining efforts have resulted in savings of over $1 billion. As a Unified Command, USTRANSCOM does not have the authority to direct organizational change within the Transportation Component Commands (TCCs)--that is a Service authority granted under Title 10. Over the past decade, the Services have downsized the TCCs commensurate with overall DOD plans. In cooperation with the Services, USTRANSCOM has made significant progress in steamlining the TCCs. Our streamlining plan is an important step toward achieving a leaner, more efficient DTS, while preserving our war fighting capability. The following outlines our FY94 - FY03 productivity and cost avoidance initiatives and organizational streamlining savings.

PRODUCTIVITY AND COST AVOIDANCE INITIATIVES: From FY94 to FY03, that is, since our inception as a revolving fund activity, we have produced over $861M in savings as a result of productivity and cost avoidance initiatives. Some of these are:

- Initiating cost reduction initiatives at MTMC
- Renegotiating ship contracts
- Reducing ship testing periods
- Devising fuel savings techniques for our ship charters
- Operating aircraft channels and utilizing aircraft more efficiently
- Scrubbing asset maintenance requirements to ensure only the minimum required expenditures

USTRANSCOM has significantly reduced costs, yet maintained the required DTS wartime readiness levels. Highlights by components follow:

AMC: AMC projects cumulative productivity savings of over $650M through FY03. Specific areas of savings are:

- Closing Norton AFB
- Reducing flying hours
- Deferring civilian personnel hiring actions to reduce FTE utilization
- Improving utilization rate for Atlantic and Pacific express services

- Increasing revenue for Channel PAX frequency
- Increasing the AVFUEL Oversight program to include decreased engine run times and earlier shut down of engines to save fuel dollars
- Preserving three level maintenance at Dover AFB and restoring three level maintenance at Travis AFB for C-5 engines
- Adding revenue from manifest recoveries
- Increasing the use of commercial wide body aircraft in the channel passenger business
- Reducing C-141 engine maintenance
- Correcting thrust reverser pricing

MSC: MSC projects cumulative of over $161M through FY03. Specific areas of savings are:

- Initiating a program to shorten the period of testing and Post Delivery Availability (PDA)/Post Shipyard Availability (PSA) from 11 months to an average of 8 months
- Inspecting Fast Sealift Ships (FSS) helicopter decks to commercial safety standards vice NAVAIR combat standards
- Renegotiating container agreements
- Initiating hull/propeller-polishing program, which saves nine percent of the fuel on affected ships
- Installing new burner flanges on FSSs that reduce fuel consumption
- Performing some FSS maintenance and repair at the layberth rather than in the shipyard
- Reducing FSS maintenance frequency

MTMC: MTMC projects cumulative productivity savings of over $48M through FY03. Specific areas of savings are:

- Reducing facility and equipment maintenance infrastructure costs in the budget as a result of anticipated BRAC
- Renegotiating Liner Ocean Transportation Contract with the Universal Service Contract (USC) III

STREAMLINING-SAVINGS INITIATIVES: From FY97 to FY03, our budget has reflected over $179M in savings as a result of streamlining initiatives. We have undertaken initiatives designed to improve customer service, reduce costs, and operate more efficiently. Since our designation as the single manager for defense transportation, we have aggressively pursued numerous reengineering initiatives. These actions have resulted in a more efficient organization to support our peacetime responsibilities, while preserving go-to-war readiness capability and effectiveness.

COST

COST ($M)	FY00	FY01	FY02	FY03
AMC	$2,482.8	$2,816.4	$2,881.8	$2,812.1
MSC	$588.4	$684.3	$705.6	$711.8
MTMC	$1,028.7	$929.0	$918.9	$931.0
DCS	$21.6	$21.6	$20.7	$20.6
MRM 15 & CIP	$4.0	$6.2	$.2	$1.8
TOTAL	$4,125.5	$4,457.5	$4,527.2	$4,477.3

Cost Changes: FY00 – FY01

AMC: Cost increased in FY01 by $334M

Cost Increases: $576M
- $276M - Price increases for fuel, DLRs, and other inflation
- $102M - Military flying hour cost increase as a result of under-fly in FY00 and delivery of 11 more C-17s in FY01
- $83M - C-17 contractor logistics support (CLS) due to renegotiated contract with new requirements
- $46M - C-5 programmed depot maintenance and engines
- $40M - Information technology/equipment maintenance, aerial port contracts and facility maintenance
- $17M - Aviation fuel consumption/mix
- $12M - Base/DFAS support costs

Cost Decreases: $242M
- $123M - Commercial augmentation (resulted from under-fly of military aircraft in FY00 and additional C-17 capacity in FY01)
- $119M - Commercial Post Office Mail

DCS: No change in cost

MSC: Cost increased in FY01 by $96M

Cost Increases: $100M
- $40M - Petroleum (POL) Tankership/Afloat Prepo/Strategic Surge and Chartered Cargo due to increased fuel prices.
- $25M - Chartered cargo due to increased workload
- $13M - Strategic Surge sealift due to higher layberth and contract operation prices

- $10M - Petroleum (POL) Tankership due to increased spot charters and time charters
- $6M - Strategic Surge sealift due to increased shoreside support
- $3M - Chartered Cargo due to increased shoreside support
- $2M - Afloat Prepo due to standard inflation
- $1M - Strategic Surge sealift due to additional Sea Trials

Cost Decreases: $4M - Afloat Prepo due to turning one LMSR over to the Strategic Surge program

MTMC: Cost decreased in FY01 by $100M

Cost Decreases: $119M
- $84M - Global POV and Liner Ocean Transportation prior and current year workload changes
- $16M - Contractor payment dispute from work provided under the Special Middle East Sealift Agreement (SMESA)
- $12M - Functional transfer of Concord Naval Weapon Station (one time adjustment in FY00)
- $7M - Elimination of Liner Ocean Transportation Claims (one time adjustment in FY00)

Cost Increases: $19M
- $9M - Liner Ocean Transportation and Global POV fuel surcharge
- $4M - Depreciation
- $3M - MRM #15
- $3M - Miscellaneous cost increases

Cost Changes: FY01 – FY02

AMC: Cost increased in FY02 by $65M

Cost Increases: $98M
- $51M - Net price increases
- $26M - IT maintenance and base support costs
- $21M - Engine CLS costs associated with delivery of 13 additional C-17s

Cost Decreases: $33M
- $18M - DLRs due to reduction in C-5 thrust reverser overhauls
- $13M - Commercial augmentation
- $2M - Flying hour cost reduction

DCS: Cost decreased $1M due to reduced manpower authorizations.

MSC: Cost increased in FY02 by $21M

Cost Increases: $30M
- $14M - Surge cost due to increased M&R and OPTEMPO
- $11M - Prepo ship changes
- $5M - Chartered Cargo contract increases

Cost Decreases: $9M - Decrease in POL M&R

MTMC: Cost decreased in FY02 by $10M

Cost Decreases: $32M
- $11M - MRM #15 cost reductions and savings
- $6M - Base closure savings
- $4M - Elimination of costs for Navy military spaces at Concord
- $3M - Streamlining savings
- $3M - DFAS cost reduction
- $5M - Miscellaneous cost decreases

Cost Increases: $22M
- $17M - Inflation/pricing adjustments (Liner Ocean Transportation contract cost growth of $5M and Global POV contract price increase of $4M)
- $5M - Depreciation

Cost Changes: FY02 – FY03

AMC: Cost decreased in FY03 by $70M

Cost Decreases: $123M required to meet control numbers. PBDs 410, 602, and 426 increased FY02 and FY03 fuel, Supply Maintenance Activity Group (SMAG) and Depot Maintenance Activity Group (DMAG) products. However, the PBDs increased USTRANSCOM control numbers for FY02 only. Therefore, AMC was required to put in a $123M workload decrease to meet FY03 control numbers.

Cost Increases: $53M
- $25M - Net inflation/price increase
- $14M - CLS cost increase primarily due to delivery of 14 additional C-17s
- $14M - Flying hour cost increase

DCS: No change in cost

MSC: Cost increased in FY03 by $6M

Cost Increases: $24M

- $15M - Surge costs due to increased operating costs and ship maintenance for additional LMSRs
- $9M - POL costs due to two additional overhauls in FY03

Cost Decreases: $18M
- $9M - Prepo fuel decrease
- $9M - LMSR ship maintenance decrease

MTMC: Cost increased in FY03 by $12M

Cost Increases: $12M
- $10M - Inflation/pricing adjustments (Global POV contract price increase of $3M)
- $2M - Miscellaneous cost increases

REVENUE

REVENUE ($M)	FY00	FY01	FY02	FY03
AMC	$2,462.2	$2,769.6	$2,909.3	$2,812.1
MSC	$620.7	$653.7	$778.5	$761.8
MTMC	$1,062.2	$981.0	$897.8	$892.8
DCS	$21.2	$21.8	$17.0	$20.6
MRM 15 & CIP		$7.6	$2.8	$1.8
TOTAL	$4,166.3	$4,433.7	$4,604.6	$4,489.3

REVENUE: We adjust billing rates each year for MTMC, MSC, DCS and part of AMC to generate enough revenue to cover our business costs. Revenue is a function of cost changes previously discussed plus Accumulated Operating Result (AOR) factors required from last year's budget and this submission. The following section discusses AOR. The Air force subsidizes AMC rates with the Airlift readiness Account (ARA), which covers the difference between revenue from customer rates and the total required revenue to break even. The ARA is computed by determining how much revenue is required, less the revenue received from customers. Narrative following Table III contains discussion of financial results.

NET OPERATING RESULT/ACCUMULATED OPERATING RESULT (NOR/AOR)

AOR ($M)	FY00	FY01	FY02	FY03
BEGINNING AOR	$168.5	-$14.7	-$52.0	$38.2
OPERATING RESULT	$40.8	-$23.8	$78.2	$11.8
OTHER ADJUSTMENTS	-$3.0	$13.5	$12.0	-$50.0
NOR	-$183.2	-$37.3	$90.2	-$38.2
ENDING AOR	-$14.7	-$52.0	$38.2	$0

FY00 NOR: We estimated FY00 NOR at a positive $32M in the FY01 President's Budget (PB). The actual FY00 estimate is a positive $41M, an increase of $9M

AMC: We estimated FY00 NOR at a negative $9M in the FY01 PB. The actual FY00 NOR is a negative $21M, a decrease of $12M

NOR Decreases: $192M - Customer workload decreases of 13 percent in channel cargo and 20 percent in SAAM/Exercise business areas

NOR Increases: $180M - Decreased DLRs, depot maintenance, and aerial port operation costs

MSC: We estimated FY00 NOR at a positive $31M in the FY01 PB. The actual FY00 NOR is a positive $32M, an increase of $1M

NOR Increases: $13M - Increased POL Tankership workload where rates are set above cost

NOR Decreases: $12M - LMSR ship delivery changes

MTMC: We estimated FY00 NOR at a positive $10M in the FY01 PB. The actual FY00 NOR is a positive $34M, an increase of $24M

NOR Increases: $101M
- $54M - Increased revenue from Global POV and Liner Ocean Transportation operations
- $47M - Cost reduction initiatives

NOR Decreases: $77M

- $25M - Additional ADPE maintenance requirements
- $16M - Contractor payment from work provided under the SMESA
- $15M - Understatement of Global POV contractor costs
- $9M - Liner Ocean Transportation and Global POV fuel surcharge
- $7M - Liner Ocean Transportation claims
- $5M - Depreciation and other revenue and expense changes

FY01 NOR: We estimated FY01 NOR at a positive $37M in the FY01 President's Budget (PB). Our current FY01 estimate is a negative $24M, a decrease of $61M

AMC: We estimated FY01 NOR at a positive $31M in the FY01 PB. Our current FY01 estimate is a negative $47M, a decrease of $78M

NOR Decreases: $122M
- $82M - Workload decreases of 8 percent in channel cargo along with various other workload changes
- $40M - Higher C-17 CLS costs

NOR Increases: $44M - Decreased depot maintenance and DLR costs

MSC: We estimated FY01 NOR at a negative $6M in the FY01 PB. Our current FY01 estimate is a negative $31M, a decrease of $25M

NOR Decreases: $31M
- $7M - Surge fuel price increases
- $7M - Decreased Surge LMSR workload and additional sea trials
- $6M - POL charter cost increases
- $5M - Prepo ship changes
- $3M - POL Fuel price increases
- $3M - Increased Prepo M&R costs

NOR Increases: $6M - Increased Chartered Cargo workload

MTMC: We estimated FY01 NOR at a positive $16M in the FY01 PB. Our current FY01 estimate is a positive $52M, an increase of $36M

NOR Increases: $122M
- $58M - Cargo Operations rate adjustment
- $47M - Cost reduction initiatives
- $17M - Liner Ocean Transportation container contract price reduction

NOR Decreases: $86M
- $41M - Additional ADPE/facility maintenance requirements
- $19M - Liner Ocean Transportation and Global POV fuel surcharge
- $15M - Understatement of Global POV contractor costs

– $11M - Other revenue and expense changes

FY02 NOR: FY02 NOR brings USTRANSCOM to zero AOR by FY02 IAW WCF policy with the exception of the Military Traffic Management Command.

MTMC: FY02 NOR is estimated at negative $21M. The budget includes a cost recovery for the Cargo Operations Business Area over FY02 and FY03. Fifty percent of the FY01 Cargo Operations recoverable amount is budgeted for both FY02 and FY03.

UNIT COST

AMC UNIT COST	FY00	FY01	FY02	FY03
Channel Passenger (M Pax Miles)	$191,655	$234,441	$177,870	$180,380
Channel Cargo (MTM)	$1,407,802	$1,687,777	$1,797,755	$1,831,057
SAAM/JCS (MTM)	$693,035	$677,196	$685,919	$654,902
Training - Cost per Flying Hour				
--- C-5	$15,721	$19,023	$19,916	$19,816
--- C-17	$6,340	$8,992	$9,242	$8,271
--- C-141	$6,980	$8,917	$11,847	$12,827

Channel Cargo and Special Assignment Airlift Mission/Exercise unit cost - based on cost per million ton-mile (MTM)
Channel Passenger unit cost - based on cost per million passenger miles
C-5, C-17, and C-141 Training unit cost - based on cost per flying hour

Channel Passenger
FY01 - Increases due to decreased utilization and low terminal costs in FY00
FY02 - Decreases due to increased utilization associated with increased Permanent Change of Station (PCS) workload
FY03 - Stays relatively constant--the minor increase is a result of inflation

Channel Cargo
FY01 - Increases due to more expensive aircraft mix and increased fuel prices
FY02 - Increases due to more expensive aircraft mix.
FY03 - Stays relatively constant--the minor increase is a result of inflation

SAAM/JCS Exercise
FY01 - Decreases due to increased workload projections offset largely by fuel prices
FY02 - Stays relatively constant--the minor increase is a result of inflation
FY03 - Decreases slightly due to a small increase in projected workload

C-5 Flying Hour
FY01 - Increases due to increased fuel costs
FY02 - Increases due primarily to inflation

FY03 - Increases due primarily to inflation

C-17 Flying Hour
FY01 - Increases due to increased fuel and CLS costs
FY02 - Increases due primarily to inflation
FY03 - Increases due primarily to inflation

C-141 Flying Hour
FY01 - Increases due to increased fuel costs
FY02 - Increases as the C-141 fleet decreases to two primary aircraft authorized (PAA) in FY03
FY03 - Increase as the C-141 fleet decreases to two PAA in FY03

MSC UNIT COST	FY00	FY01	FY02	FY03
Chartered Cargo (Bbulk) Measurement Ton Miles	$43,672	$46,689	$48,166	$48,276
Petroleum Tankership Ship Days	$41,801	$50,980	$47,522	$51,018
Surge (FSS & LMSR) FOS Ship Days	$24,820	$56,889	$56,889	$51,556
Surge (FSS & LMSR) ROS Ship Days	$19,367	$19,700	$19,413	$19,683
Army Afloat Prepo Ship Days	$31,212	$37,269	$37,059	$36,128
Air Force Afloat Prepo Ship Days	$31,239	$31,925	$31,872	$29,224
DLA Afloat Prepo Ship Days	$29,599	$31,689	$36,073	$30,868
Chartered Cargo Ship Days	$23,063	$26,576	$27,592	$27,127

Chartered Cargo Breakbulk unit cost - based on cost per million measurement ton-mile (MMTM)
Petroleum Tankerships (POL), Surge, Non-Navy Afloat Prepositioning Force (APF-T), and Chartered Cargo ship days unit cost - based on cost per ship day

Chartered Cargo unit cost per MMTM
FY01 - Increases due to inflation, higher fuel prices, increased shoreside support, and increased workload
FY02 - Increases due to inflation and an increase in shoreside support
FY03 - Increases due to inflation

Petroleum Tankership (POL)
FY01 - Increases due to inflation, higher fuel prices, and an increase in voyage charters
FY02 - Decreases due to lower fuel prices, reduced ship maintenance, and reduced fuel consumption
FY03 - Increases due to inflation and increased ship maintenance

Strategic Surge FOS
FY01 - Increases due to higher fuel prices increases, increased shoreside support, and delivery of additional LMSRs

FY02 - Stays relatively constant
FY03 - Decreases due to reduced fuel prices and reduced shoreside support

Strategic Surge ROS
FY01 - Stays relatively constant
FY02 - Stays relatively constant
FY03 - Stays relatively constant

Army Afloat Prepo (APF-T)
FY01 - Increases due to higher fuel prices and deliveries of additional LMSRs
FY02 - Stays relatively constant
FY03 - Decreases due to a decrease in fuel prices offset by increased ship maintenance

Air Force Afloat Prepo (APF-T)
FY01 - Stays relatively constant
FY02 - Stays relatively constant
FY03 - Decreases due to lower fuel prices and ship charter costs

DLA Afloat Prepo (APF-T)
FY01 - Increases due to higher fuel prices
FY02 - Increases due to increased ship maintenance
FY03 - Decreases due to decreased ship maintenance

Chartered Cargo unit cost per ship day
FY01 - Increases due to higher fuel prices and ship charter costs
FY02 - Increases due to inflation and increased shoreside support
FY03 - Stays relatively constant

MTMC UNIT COST	**FY00**	**FY01**	**FY02**	**FY03**
Cargo Operations	$26.54	$29.95	$28.68	$29.03
Global POV				
MTONS	$261.90			
Vehicles		$3,080	$3,116	$3,185
Liner Ocean Transportation	$33,774	$31,938	$32,083	$32,441

Cargo Operations unit cost - based on cost per Measurement Ton (MTON).
Global POV unit cost - based on cost per MTON in FY00 and based on cost per vehicle in FY01-FY03.
Liner Ocean Transportation unit cost - based on cost per Million Measurement Ton-Mile (MMTM).

Cargo Operations
FY01 - Increases due to Concord Navy military personnel costs, general inflation, and pay raise

FY02 - Stays relatively constant
FY03 - Stays relatively constant

Global Privately Owned Vehicle (POV)
FY01 - Increases due to general inflation and pay raises
FY02 - Stays relatively constant
FY03 - Stays relatively constant

Liner Ocean Transportation
FY01 - Decreases due to lower container contract prices and contractor payment from work provided under the Special Middle East Sealift Agreement (SMESA)
FY02 - Stays relatively constant
FY03 - Stays relatively constant

DCS UNIT COST	FY00	FY01	FY02	FY03
Cost per 1,000 pounds delivered	$6,042	$6,000	$5,750	$5,720

Pounds Delivered
FY01 - Stays relatively constant
FY02 - Decreases due to recoverable AOR
FY03 - Decreases due to reduced authorizations

WORKLOAD ASSUMPTIONS

Workload at USTRANSCOM means three things:

(1) Readiness-training of airlift crews and maintaining infrastructure for the purpose of adequate wartime surge capacity
(2) Contingency Operations--emergent humanitarian, peacekeeping, and other operations ordered by the National Command Authority that require transportation services
(3) Recurring peacetime workload--the routine movement via air, land, and sea of our DOD and non-DOD customers' cargo and passengers

(1) Readiness: USTRANSCOM can meet the two MRC requirements by using existing strategic mobility assets to support one MRC and then diverting assets to support the second MRC. The Bottom Up Review Update (BURU) established the requirement to fight and win two nearly simultaneous Major Regional Contingencies (MRCs). The BURU established the transportation force structure and infrastructure to achieve that end. The Mobility Requirements Study (MRS) 05 validated the Strategic Mobility Requirements (SMR) in the BURU and identified shortfalls in our current surge capability. We are currently 10 million ton miles per day (MTM/D) below this requirement and are experiencing difficulty with the low mission capable rates for the C-5 fleet and reduced number of tails with retiring C-141s as we replace 270 C-141s with 137 C-17s. The solution is to meet the

MRS-05 strategic airlift minimum moderate risk requirement of 54.5 MTM/D and sustain our day-to-day commitment to our customers (NCA, Services, CINCs, and taxpayers). We plan to do this with the Reliability Enhancement and Re-engining Program (RERP) for C-5Bs, buying at least 170 C-17s, evaluating the feasibility of commercial C-17s, and nurturing the total force partnerships we have with the Air Reserve Component and CRAF. Our Surge sealift investment programs have proven to be sufficient and will be at full capacity by FY02. However, over the past several years' enhancements to the support forces and reserve units, which have significantly improved warfighting capabilities have also increased overall lift demands. To achieve the desired force closures for the major theater wars, we will require commercial augmentation to the surface and sealift movement assets and improvements to DOD infrastructure at key U.S. and overseas installations.

(2) Contingency Operations: The National Security Strategy for a New Century (May 1997) specifies the need to remain actively engaged throughout the world to minimize security risks to the United States. Specifically, the strategy cites peacekeeping operations, counter proliferation of weapons, humanitarian missions, and drug trafficking interdiction as the means to mitigate recurring security risks. All of these operations require USTRANSCOM services; therefore, we expect high OPTEMPO to continue into the future. In most cases, contingency workload substitutes for normal workload in that units being transported are not conducting normal training but are engaged in a contingency. Based on current guidance, we do not reflect any assumptions for unplanned contingency workload, cost, or revenue in the budget years (FY00-01). However, we do budget for ongoing planned contingency workload such as SOUTHERN WATCH. Contingency-driven workload decreased in FY00; however, new counter-drug operations in Columbia and continuing operations in Southwest Asia and Bosnia still created significant workload.

(3) Recurring Peacetime Workload: We establish our peacetime workload estimates based on current customer transportation requirement projections. Customers provide the projections to USTRANSCOM via workload conferences, other correspondence, and historical trends, combined with analysis of future force structure.

AMC WORKLOAD	**FY00**	**FY01**	**FY02**	**FY03**
Training Flying Hours C-5	7,226	7,259	7,333	7,333
Training Flying Hours C-17	16,693	21,632	24,505	29,116
Training Flying Hours C-141	15,143	11,186	5,054	545
Channel Passenger Miles	1,294.1	1,127.4	1,474.7	1,474.7
Channel Cargo Ton Miles	596.2	574.5	549.8	530.3
SAAM/JCS Ton Miles	1,375.4	1,698.3	1,747.6	1,804.8

C-5 flying hours

FY01 - Remains relatively constant
FY02 - Remains relatively constant
FY03 - Remains relatively constant

C-17 flying hours

FY01 - Increases due to increase in C-17 fleet size
FY02 - Increases due to increase in C-17 fleet size
FY03 - Increases due to increase in C-17 fleet size

C-141 flying hours

FY01 - Decreases due to scheduled retirement of the C-141 fleet
FY02 - Decreases due to scheduled retirement of the C-141 fleet
FY03 - Decreases due to scheduled retirement of the C-141 fleet

Channel passenger workload

FY01 - Increases based on Service forecasts
FY02 - Increases due to the added PCS workload resulting from procedure changes
FY03 - Increases due to the added PCS workload resulting from procedure changes

Channel cargo workload

FY01 - Remains relatively constant, with slight year-to-year decreases reflecting customer forecasts
FY02 - Remains relatively constant, with slight year-to-year decreases reflecting customer forecasts
FY03 - Remains relatively constant, with slight year-to-year decreases reflecting customer forecasts

SAAM/JCS workload

FY01 - Increases from FY00 levels; however, we will validate this workload level in the FY03 budget
FY02 - Increases from FY01 levels; however, we will validate this workload level in the FY03 budget
FY03 - Increases from FY02 levels; however, we will validate this workload level in the FY03 budget

MSC WORKLOAD	**FY00**	**FY01**	**FY02**	**FY03**
Chartered Cargo (Bbulk) (MMTM)	1,209	1,827	1,827	1,827
Petroleum Tankership Ship Days	2,909	2,603	2,603	2,603
Surge (FSS & LMSR) FOS Ship Days	278	225	225	225
Surge (FSS & LMSR) ROS Ship Days	4,265	5,335	6,166	6,935
Army Afloat Prepo Ship Days	5,658	5,243	5,475	5,475
Air Force Afloat Prepo Ship Days	1,098	1,065	1,095	1,095
DLA Afloat Prepo Ship Days	1,098	1,095	1,095	1,095
Chartered Cargo Ship Days	2,233	2,363	2,363	2,363

Chartered Cargo workload

FY01 - Increases due to an increase in breakbulk requirements from the shippers
FY02 - Stays relatively constant

FY03 - Stays relatively constant

POL Tankership days

FY01 - Decreases due to FY00 having 366 days vice 365 days in FY01 offset by an increased requirement for tug barges

FY02 - Stays relatively constant

FY03 - Stays relatively constant

Surge ROS days

FY01 - Increase due to the delivery of additional LMSRs

FY02 - Increase due to the delivery of additional LMSRs

FY03 - Increase due to the delivery of additional LMSRs

Prepo days

FY01/FY02/FY03 - Stays relatively constant except Army Prepo days decline slightly in FY01 then increase again in FY02 because the conversion LMSRs were transferred from Prepo to Surge and were subsequently replaced with new construction LMSRs

MTMC WORKLOAD	**FY00**	**FY01**	**FY02**	**FY03**
Cargo Operations (MTONS)	3,745,572	3,700,000	3,700,000	3,700,000
Global POV				
MTONS	797,642			
Vehicles		68,990	68,990	68,990
Liner Ocean Transportation (M/MTON Miles)	16,557	14,500	14,500	14,500

NOTE: In FY01, the unit of measure for the Global POV Business Area is vehicles vice MTONS. One vehicle = 10.9 MTONS.

Cargo Operations

FY01 - FY00 includes prior year workload, which was not included in the FY01 estimate

FY02 - Stays relatively constant

FY03 - Stays relatively constant

Global POV

FY01 - FY00 includes prior year workload, which was not included in the FY01 estimate

FY02 - Stays relatively constant

FY03 - Stays relatively constant

Liner Ocean Transportation

FY01 - FY00 includes prior year workload, which was not included in the FY01 estimate

FY02 - Stays relatively constant
FY03 - Stays relatively constant

DCS WORKLOAD	FY00	FY01	FY02	FY03
Pounds Delivered (thousands)	3,575	3,600	3,600	3,600

Pounds Delivered

FY01 - Stays relatively constant
FY02 - Stays relatively constant
FY03 - Stays relatively constant

CUSTOMER RATE CHANGES

AMC RATE CHANGES	FY00	FY01	FY02	FY03
Channel Passengers	1.5%	7.5%	6.0%	1.5%
Channel Cargo	4.1%	7.5%	7.2%	1.5%
SAAM/JCS	2.5%	13.7%	-3.8%	-6.1%
Training	4.8%	11.2%	9.6%	-6.8%

FY02:

- Increase in fuel prices directed in PBD 602 increased rates across all business areas
- Increase in channel passenger rates because AMC uses Y Class rates as a commercially competitive standard in some routes
- Increase in channel cargo rates above standard inflation (due to fuel prices) but remain commercially competitive
- Decrease in SAAM/JCS rates due to lower DLR and military augmentation costs. SAAM/JCS rates are set to recover 91% of composite costs.
- Increase in training rates due to a change in aircraft mix. Training rates are set at 100% cost recovery.

FY03:

- Increase in channel passenger and cargo rates at the rate of inflation
- Decrease in SAAM, JCS, and training rates as fuel, supply, and augmentation costs are restored to FY01-level rates (in keeping with PB control numbers)

MSC RATE CHANGES	FY00	FY01	FY02	FY03
Chartered Cargo	8.6%	16.3%	-4.4%	2.1%
Petroleum Tankerships	-2.9%	-9.3%	14.4%	9.9%
Surge	15.4%	-2.7%	45.6%	-12.6%
Afloat Prepositioning	7.2%	-.7%	14.5%	-8.1%

FY02:

- Decrease in chartered cargo rates due to the return of prior year profits offset by a cash surcharge

- Increase in Petroleum Tankership (POL) rates reflects recoupment of prior year losses and a cash surcharge
- Increase in Surge rates due to recoupment of prior year losses, additional sea trials, and a cash surcharge
- Increase in Non-Navy Afloat Prepositioning Force (APF-T) rates due to a full year's operation of the prepo LMSRs, recoupment of prior year losses, and a cash surcharge

MTMC RATE CHANGES	FY00	FY01	FY02	FY03
Cargo Operations	99.3%	-27.0%	-40.0%	-31.6%
Global POV	36.0%	-7.5%	-7.0%	8.4%
Liner Ocean Transportation	-2.6%	15.1%	-1.4%	-0.2%

FY02:

- Cargo Operations rate decrease is a result of a return of profits from FY01 offset by pay raise and inflation. The budget includes a cost recovery for the Cargo Operations Business Area over FY02 and FY03. Fifty percent of the FY01 Cargo Operations recoverable amount is budgeted for FY02 and fifty percent is budgeted for FY03. PBD 426 changed the FY01 Cargo Operations rate decrease from -65.5% to -27%; however, revenue controls did not change. MTMC developed the FY02/03 budget for FY01 using the revenue that matched the 27% rate decrease.
- Global POV rate decrease is due to a return of profits from FY01 offset by pay raise and inflation
- Liner Ocean Transportation rate decrease is a result of a return of profits from FY01 offset by recovery of FY00 cost increase arising from a contractor payment dispute from work provided under the Special Middle East Sealift Agreement (SMESA)

FY03:

- Cargo Operations rate decrease due to the fact that fifty percent of the FY01 Cargo Operations recoverable amount is budgeted for FY02 and fifty percent is budgeted for FY03
- Global POV rate increase is attributed to a recovery from prior year losses and the Global POV contract price increase
- Liner Ocean Transportation rate decrease is a result of a return of profits from FY02

DCS RATE CHANGES	FY00	FY01	FY02	FY03
Pounds Delivered	-26.8%	1.7%	-22.0%	20.5%

FY02: Decrease due to recovery of positive AOR

FY03: Increase due to the FY02-only requirement to reduce rates in conjunction with positive AOR

CAPITAL PURCHASE PROGRAM

USTRANSCOM's major systems under development and modernization are interim migratory systems. This budget enables the continued upgrade to allow us to move into the 21st century. Our Capital Purchase Program (CPP) includes investment in ADPE and telecommunications equipment, software development, minor construction, and equipment (other than ADPE and telecommunications).

CAPITAL

CAPITAL ($M)	FY00	FY01	FY02	FY03
EQUIPMENT	$1.8	$2.5	$10.5	$7.6
ADPE and TELECOM EQUIP	$51.0	$55.3	$62.3	$73.1
SOFTWARE DEVELOPMENT	$109.4	$130.6	$120.0	$108.7
MINOR CONSTRUCTION	$13.2	$9.9	$10.4	$12.3
TOTAL CPP	$175.4	$198.3	$203.2	$201.7

The FY01 capital program reflects the following:

- Funding Global Transportation Network (GTN) to support In-Transit Visibility (ITV) of DOD cargo moving commercially
- Developing of Direct Vendor Delivery (DVD) of DOD cargo
- Developing of query capability as well as a new data base

Command and Control Information Processing System (C2IPS):

- Provides critical, automated, wing and unit-level Command and Control (C2) information to AMC wing and unit commanders and decision-makers
- Supports air mobility execution, tracking, and analysis for both fixed and deployed sites
- Provides aircrew scheduling, mission building, and operation risk management tools through Unit Level Planning and Scheduling (ULP&S). It is a new module in C2IPS.

<u>FY01 Increase</u>:

- GTN - which includes development of the new database
- GTN/ITV improvements approved by PDB 410
- Training development
- Continued development of Joint Flow and Analysis System for Transportation (JFAST)
- Analysis of Mobility Platform (AMP)

FY02 Decrease:
- Purchase of software in FY01 for In-Transit Visibility
- MTMC's capital program increased to fund a financial management and accounting system

MANPOWER TRENDS:

USTRANSCOM's funded staffing is approximately 76 percent military and 24 percent civilian. Maintaining a ready airlift capability consumes 82 percent of its workforce. MSC meets the majority of its requirements through commercial charter and port contracts; therefore, it is not manpower intensive. Nonetheless, the efficient use of manpower for these components is integral to the national mobilization and strategic lift capability.

MILITARY END STRENGTH and AVERAGE STRENGTH

	FY00	FY01	FY02	FY03
Army	282	275	273	273
Navy	197	215	213	213
Marine Corps	19	17	17	17
Air Force	13,888	13,745	13,727	13,858
Total Military End Strength	14,386	14,252	14,230	14,361
Total Military Workyears	14,386	14,252	13,848	13,991

CIVILIAN END STRENGTH

	FY00	FY01	FY02	FY03
U.S. Direct Hire	3,679	3,794	3,725	3,673
Foreign National Direct Hire	219	218	218	212
Foreign National Indirect Hire	470	444	442	442
TOTAL CIVILIAN	4,368	4,456	4,385	4,327

CIVILIAN FULL-TIME EQUIVALENTS

	FY00	FY01	FY02	FY03
U.S. Direct Hire	3,764	3,805	3,757	3,705
Foreign National Direct Hire	237	215	218	212

Foreign National Indirect Hire	488	444	442	442
TOTAL CIVILIAN	4,489	4,464	4,417	4,359

Manpower Changes FY00 - FY01:

- Variance in military and civilian end strength levels due to the difference between actual on-board strength levels in FY00 and budgeted levels in FY01
- Adjustment in weapons systems
- Increase of C-17 loadmasters at AMC
- Adjustment for MTMC's streamlining efforts and strategic planning initiative
- Increase in USTRANSCOM's manpower to support a new accounting function

Manpower Changes FY01 - FY02:

AMC:
- Application of the Logistics Composite Model
- Conversion of Officer to enlisted/civilian
- Increase manpower for Phoenix Raven security teams
- Reinstatement of manpower erroneously reduced because of the Howard AFB closure
- Adjustment previously programmed for the C-141 drawdown and C-17 ramp up

MTMC:
- Continuing MTMC's strategic planning initiative savings in FY02. MTMC's strategic planning initiative begins in FY01 (-225 from the PB level) and grows to total savings of 241 end strength from the PB level in FY02 and out. Savings are realized as a result of centralization of the commercial liner documentation function at MTMC's Deployment Support Command (DSC) from the CONUS terminals; standardization of the transportation units; centralization of the personnel, logistics, and resource management functions at MTMC HQ from the DSC and the two transportation terminal groups. The strategic planning initiative is offset slightly at MTMC due to an Army-directed functional transfer of information management positions from the Army's Information Systems Command.
- Tracking savings associated with efficiencies (-50) resulting from MRM 15 in the areas of documentation, booking, and invoice processing. MRM 15 savings are offset slightly at MTMC due to an Army-directed functional transfer of information management positions from the Army's Information Systems Command.

Manpower Changes FY02 - FY03: Changes due to the same issues as discussed under FY01-02

PERFORMANCE MEASURES

AMC:

- Uniform Material Movement and Issue Priority System (UMMIPS)--percentage of shipments meeting or beating UMMIPS standards.

- Number of Pallets--percentage of pallet positions offered versus used on CONUS outbound channel cargo missions.

- On-Time Commercial Mission--percentage of time channel passenger commercial missions are within 20 minutes of scheduled departure.

- Flight Crew Readiness--percentage of assigned crews qualified to fly primary missions.

MSC:

- On-Time Pickup or Delivery--performance based on percentage of shipments that meet required lift dates or delivery dates based on predetermined agreed upon lift and delivery requirements as established by the customer.

- Ship Availability--days against plan that ships are actually available to perform their intended function.

MTMC:

- Response to Customer Requirements (Passenger)--Measures the time it takes MTMC from receipt of the customer movement requirement to confirmation of surface transportation.

- Response to Customer Requirements (Freight)--Measures the percentage of solicitation awards that meet agreed upon start-up dates.

- Containers "Lifted"--movement of cargo by land inside MTMC cargo system. Measure containers "lifted" (placed on a ship) to published booking schedules in accordance with Movement Standard Movement Procedures.

- Completeness of Ocean Cargo Manifests--Measures the percentage of cargo not included on the original manifest.

- Timeliness of Ocean Cargo Manifests--Measures the percentage of time MTMC does not produce a manifest in accordance with Movement Standard Movement Procedures.

- Timeliness of ATCMDs--Measures the percentage of time the Advanced Transportation Control and movement Document (ATCMD) was not provided to the port.

- Accuracy of ATCMDs--Measures the accuracy percentage of ATCMDs provided to the port.

- Water Port Hold Time (UMMIPS)--measures the percentage of manifested cargo not meeting UMMIPS standards.

Changes in the Costs of Operation
Component: United States Transportation Command/Transportation
Date: June 2001
(Dollars in Millions)

	Expenses
FY 2000 Est Actual:	$4,125.5
FY 2001 Estimate in President's Budget:	$4,503.5
Estimated Impact in FY 2001 of Actual FY 2000 Experience:	
Pricing Adjustments:	$21.4
a. FY 2000 Pay Raise	($0.3)
(1) Civilian Personnel	($0.2)
(2) Military Personnel	($0.1)
b. Annualization of Prior Year Pay Raises	($0.3)
(1) Civilian Personnel	($0.3)
(2) Military Personnel	$0.0
c. Commercial Augmentation Rate Decrease	$34.1
d. Military Augmentation Pricing	$0.0
e. DLR/Consumable Price Increase	$20.0
f. Depot Maintenance Pricing Adjustment	($17.1)
g. Liner Ocean Transportation Contract Price Decrease	($16.9)
h. General Purchase Inflation	$1.9
Productivity Initiatives and Other Efficiencies:	($85.6)
a. C-5 Thrust Reverser Overhaul	($23.2)
b. C-141 Engine Maintenance	($16.8)
c. Organizational Streamlining	($26.3)
d. Advance Shipping Notice	($1.3)
e. Civilian Pay Workload Reduction	$2.4
f. Contract Renegotiations and Cost Savings Initiatives	($20.4)
Program Changes (list):	$18.2
a. Airlift Workload and Other Changes	($1.1)
b. Aircraft Maintenance	$32.9
c. Post Office Mail Removal	($146.2)
d. Bad Debt Account Closure	($8.2)
e. ADPE Maintenance and Operations	$32.9
f. Sealift Workload Change	$43.9
g. Global POV Workload Changes/Prior Year Cost Adjustments	$24.4
h. Liner Ocean Transportation and Global POV Fuel Surcharge	$18.8
i. MRM #15 Requirement	$11.8
j. Systems Contracts	$1.8
k. Other	$7.2
FY2001 Current Estimate:	$4,457.5

Changes in the Costs of Operation
Component: United States Transportation Command/Transportation
Date: June 2001
(Dollars in Millions)

	Expenses
FY2001 Current Estimate:	$4,457.5
Pricing Adjustments:	$76.1
a. FY 2000 Pay Raise	$8.6
(1) Civilian Personnel	$7.3
(2) Military Personnel	$1.3
b. Annualization of Prior Year Pay Raises	$2.9
(1) Civilian Personnel	$2.6
(2) Military Personnel	$0.3
c. Fuel	($7.0)
d. Supplies	$0.3
e. Military Augmentation Rate Decrease	($17.7)
f. Global POV Contract Price Increase	$3.7
g. Liner Ocean Transportation Contract Price Increase	$5.1
h. Chartered Sealift Contract Price Increase	$5.1
i. General Purchase Inflation	$75.1
Productivity Initiatives & Other Efficiencies:	($8.1)
a. Organizational Streamlining	($4.0)
b. MRM #15 Savings	($3.0)
c. Civilian Pay Workload Reduction	$0.1
d. Advance Shipping Notice	($1.2)
Program Changes:	$1.7
a. Airlift Workload and Other Changes	($15.2)
b. Aircraft Maintenance	$2.2
c. Ship Maintenance	($5.1)
d. ADPE Maintenance and Operations	$21.1
e. Sealift Workload Changes	$5.3
f. LMSR Prepo Ship Delivery	($4.3)
g. Fuel Requirements Change	$1.8
h. Base Closure - Bayonne/Oakland	($5.6)
i. MRM #15 Reimbursable Order	($11.8)
j. Depreciation	$14.7
k. Other	($1.4)
FY 2002 Estimate	$4,527.2

ACTIVITY GROUP ANALYSIS
COMPONENT/ACTIVITY GROUP: United States Transportation Command/Transportation
SOURCE OF NEW ORDERS AND REVENUE
(Dollars in Millions)

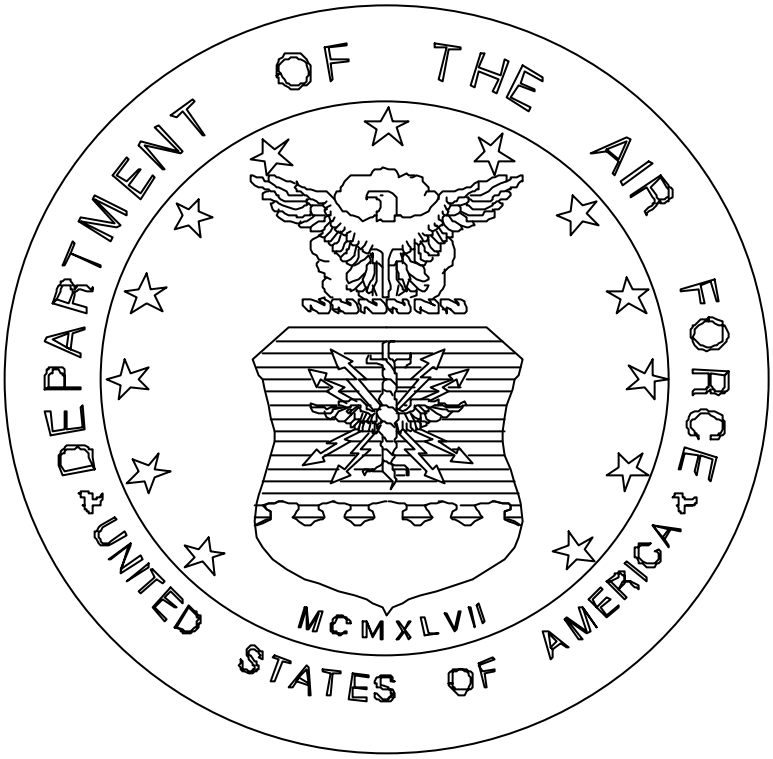
	FY 2000	FY 2001	FY 2002	FY 2003
1. New Orders				
a. Orders from DOD Components:	3,556.1	3,824.2	3,976.3	3,854.1
Air Force:	1,568.4	1,788.9	1,851.6	1,782.7
Military Personnel	167.9	139.8	140.3	145.7
Other Procurement	8.4	8.1	8.2	8.2
Operations and Maintenance	1,256.2	1,488.4	1,540.8	1,478.5
ANG, O&M	5.6	7.7	8.1	8.0
AFRES, O&M	117.5	142.5	151.4	139.8
RDT&E	1.0	0.9	0.9	1.0
Other	11.8	1.5	1.9	1.5
Army:	1,051.5	1,051.6	1,080.4	1,044.9
Military Personnel	179.8	183.3	188.1	188.5
Other Procurement	3.7	3.6	2.3	1.6
AAFES	114.9	116.5	113.9	112.5
Operations and Maintenance	740.2	739.2	767.8	733.7
NG, O&M	0.2	0.3	0.2	0.2
RDT&E	5.7	6.0	5.9	6.0
Other	7.0	2.7	2.2	2.4
Navy:	444.7	440.4	517.8	517.2
Military Personnel	109.6	100.5	103.9	108.1
NEXCOM	27.1	31.5	31.4	31.4
Operations and Maintenance	221.6	223.9	231.7	231.1
NG, O&M	0.5	0.4	0.4	0.4
Other	16.3	3.8	1.4	0.8
NDSF	69.6	80.3	149.0	145.4
Marines:	78.9	87.6	92.1	92.3
Military Personnel	24.8	24.6	28.9	29.5
MCEX	0.4	0.5	0.5	0.5
Operations and Maintenance	53.7	62.5	62.7	62.3
OSD:	412.6	455.7	434.4	417.0
Operations & Maintenance:	380.5	446.9	426.6	409.0
JCS	281.6	320.5	300.6	283.5
SOCOM	67.9	93.2	93.9	94.1
Health Affairs	20.2	27.1	27.1	27.0
NSA	4.2	4.1	3.1	3.3
DIA	0.1	0.9	0.8	0.1
DMA	-	0.1	-	-
Other	5.8	0.9	0.8	0.8
DLA (Non-WCF)	0.7	0.1	0.3	0.2
Procurement	24.4	-	-	-
Other	7.7	8.8	7.8	8.0
b. Orders from other Fund Activity groups	561.8	555.0	576.1	579.6
DECA	69.8	75.7	70.3	65.7
DLA	435.3	402.7	431.3	439.4
Other	56.7	76.6	74.5	74.5
c. Total DoD	4,117.9	4,379.2	4,552.4	4,433.7
d. Other Orders:	48.4	54.5	53.0	55.4
Other Federal Agencies	20.9	27.4	25.2	26.8
Trust Fund	5.4	7.7	7.8	8.0
Non Federal Agencies	14.3	12.6	15.2	16.1
Foreign Military Sales	7.8	6.8	4.8	4.5
Total New Orders	4,166.3	4,433.7	4,605.4	4,489.1
2. Carry-In Orders	-	-	-	-
3. Total Gross Orders	4,166.3	4,433.7	4,605.4	4,489.1
4. Funded Carry-over	-	-	-	-
5. Total Gross Sales	4,166.3	4,433.7	4,605.4	4,489.1

Transportation Working Capital Fund
Component: United States Transportation Command/Activity Group: Transportation
Revenue and Expenses
(Dollars in Millions)

	FY 2000	FY 2001	FY 2002	FY 2003
Revenue:				
Gross Sales	$4,165.4	$4,437.4	$4,552.6	$4,437.3
Operations	$3,922.0	$4,240.9	$4,354.9	$4,231.7
Capital Surcharge	$71.8	$13.5	$0.0	$0.0
Depreciation excluding Maj Const	$171.6	$183.0	$197.7	$205.6
Major Construction Depreciation	$0.0	$0.0	$0.0	$0.0
Other Income	$37.9	$7.6	$52.8	$51.8
Refunds/Discounts(-)	($37.0)	($11.3)	$0.0	$0.0
Total Income:	$4,166.3	$4,433.7	$4,605.4	$4,489.1
Expenses:				
Salaries and Wages:				
Military Personnel Compensation & Benefits	$46.6	$52.5	$45.9	$47.5
Civilian Personnel Compensation & Benefits	$261.1	$260.5	$265.6	$270.4
Travel and Transportation of Personnel	$83.8	$75.4	$72.6	$81.0
Materials and Supplies (For internal operations)	$679.7	$1,016.9	$1,021.0	$911.8
Equipment	$10.3	$10.1	$10.2	$10.3
Other Purchases from Revolving Funds	$315.0	$377.3	$411.5	$422.8
Transportation of Things	$15.7	$17.4	$17.6	$17.9
Depreciation - Capital	$171.6	$183.0	$197.7	$205.6
Printing and Reproduction	$0.9	$0.9	$0.9	$0.9
Advisory and Assistance Services	$17.7	$23.2	$20.4	$18.7
Rent, Communications, Utilities, and Misc Charges	$30.1	$30.5	$36.0	$36.3
Other Purchased Services	$2,493.0	$2,409.8	$2,427.8	$2,454.1
Total Expenses	$4,125.5	$4,457.5	$4,527.2	$4,477.3
Operating Result	$40.8	($23.8)	$78.2	$11.8
Less Capital Surcharge Reservation	$110.5	$13.5	$0.0	$0.0
Plus Passthroughs or Other Appropriations Affecting NOR/A	$0.0	$0.0	$0.0	$0.0
Other Changes Affecting NOR	($113.5)	$0.0	$12.0	($50.0)
Net Operating Result	($183.2)	($37.3)	$90.2	($38.2)
Beginning AOR	$168.5	($14.7)	($52.0)	$38.2
Prior Year Adjustments	$0.0	$0.0	$0.0	$0.0
Other Changes Affecting AOR (Specify)				
Transfer for JTMO	$0.0			
Accumulated Operating Result	($14.7)	($52.0)	$38.2	$0.0
Non-Recoverable Adjustment Impacting AOR (Specify)	$0.0	$0.0	$0.0	$0.0
Accumulated Operating Results for Budget Purposes	($14.7)	($52.0)	$38.2	$0.0

THIS PAGE INTENTIONALLY LEFT BLANK

UNITED STATES AIR FORCE WORKING CAPITAL FUND



FY 2002 CAPITAL BUDGET

JUNE 2001
UNCLASSIFIED

Capital Budget Summary

Air Force Working Capital Fund

FUND9A — **AF Supply Management Activity Group** — **FY 2002 Amended Budget Submission**

(Dollars in Millions) — **June 2001**

Item Description	FY 2000 Quantity	FY 2000 Total Cost	FY 2001 Quantity	FY 2001 Total Cost	FY 2002 Quantity	FY 2002 Total Cost
EQUIPMENT	0	0.000	4	0.710	0	0.000
Replacement	0	0.000	0	0.000	0	0.000
ELEC. MICROSCOPE	0	0.000	0	0.000	0	0.000
HUB COMPUTER	0	0.000	0	0.000	0	0.000
Productivity	0	0.000	4	0.710	0	0.000
Microscope (VAFB)	0	0.000	2	0.390	0	0.000
Spect. Microscope	0	0.000	1	0.135	0	0.000
SPECTROMETER MASS	0	0.000	0	0.000	0	0.000
Spectrophotometer	0	0.000	1	0.185	0	0.000
ADPE & TELECOM	1	4.678	2	4.500	4	7.320
EDW H/W	0	0.000	0	0.000	1	2.310
Inventory Val hw	0	0.000	0	0.000	1	0.410
KeystoneHW	0	0.000	1	0.450	1	0.100
MMSHW	1	4.678	1	4.050	1	4.500
SOFTWARE DEVELOPMENT	13	46.910	10	33.868	12	56.244
Externally Developed	13	46.910	10	33.868	12	56.244
ABACUSSW	1	0.400	1	1.432	1	1.957
ATESW	1	2.134	0	0.000	0	0.000
CARLOS Enhancemen	1	0.508	1	0.500	0	0.000
EDW	0	0.000	0	0.000	1	5.100
EXPRESS (DO878X)	1	0.425	1	0.425	1	0.425
FIABSSW	0	0.000	0	0.000	1	6.155
Inventory Valuatio	0	0.000	0	0.000	1	3.200
KeystoneSW	1	0.654	1	0.691	1	1.440
MP&E	1	5.030	1	3.225	1	8.612
PCMS	1	4.105	1	0.000	1	6.625
PRPS (D203)	1	4.254	1	0.625	1	3.275
PTAMS	1	3.251	0	0.000	0	0.000
REMIS	1	6.299	0	0.000	0	0.000
RMS	1	3.200	1	5.155	1	6.665
RSSP	1	1.835	1	3.825	1	3.425
SCS	1	14.815	1	17.990	1	9.365
Total	14	51.588	16	39.078	16	63.564

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: ABACUSSW

Item Description: HQSAF0012

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.400	0.400	1	1.432	1.432	1	1.957	1.957

Item Justification/Impact if Not Provided:

Materiel Support Division (MSD) Budget and Price Development System

Major MSD process changes have decreased the effectiveness of systems in the Air Force (AF) used to build budget submissions and customer prices. A total reengineering of the budget estimating systems and processes is required to improve the timeliness, accuracy, and completeness of the MSD budget estimate submissions. This capital purchase request reflects the costs estimated for functional contractor support for analysis/documentation/validation of an enhanced budget system, plus an initial estimate for software development contractor support for an enhanced budget system. This enhanced budget system is intended to be more responsive to changing Air Force Working Capital Funds (AFWCF) business practices, automating current manual processes, and providing "what if" scenario capability. This enhanced budget system will be used by MSD personnel at the Pentagon, AFMC, and the ALCs to build budgets, and respond to ad hoc requests for information.

Impact:
Funding this project will provide the AF with the necessary tools to provide more timely, accurate, and complete MSD budget estimates for differing scenarios and will properly fund customer accounts.

An economic analysis is available.

POC: Denette Marshall, HQ AFMC/FMRS, DSN 787-5352

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: ATESW

Item Description: OO003

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	2.134	2.134	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Engineering Environment/Automatic Test Equipment software

Description of Item Requested:
This software consists of hardware and associated software that will provide an integrated set of tools for maintaining, updating, documenting, and managing F-16 Automatic Test Equipment (ATE) software. This software includes, Line Replaceable Unit (LRU) software that runs on the Avionics Intermediate Shop (AIS), Improved Avionics Intermediate Shop (IAIS) (new requirement) test stations, and Shop Replaceable Unit (SRU) software that runs on the Depot test station, Microwave, Analog, and Digital. The software is associated with Stock numbered LRU's and SRU's and therefore a Material Support Division (MSD) requirement. Additionally, the software will provide an on-line repository for ATE systems and software documentation and network access to the same for F16 Logistics Operations Division (LGF), Technical & Industrial Software Engineering Division (TIS), and Technical Repair Division (LAR).

Intended Use of the Item:
The current configuration management libraries for F-15 ATE software within TIS are overwhelmed with volumes of material. The new system will provide a complete set of engineering tools for analysis, design, documentation, and configuration management of the F-16 ATE software. Its use will ensure that the configuration of F-16 software source code, associated design specifications, and documentation, are maintained in synchronization. Because all F-16 ATE software documentation will be generated directly from the associated source code, maintained on-line, and automatically synchronized with the source code, this environment will eliminate the need to maintain a paper/magnetic tape libraty of ATE specifications and other documentation.

Impact:
The magnitude of maintaining configuration management of a library of more than one million pages of ATE system and software specifications is daunting and requirements continue to increase. The current libraries and the installed base of software are not synchronized. Even larger concerns are becoming evident for the future of F-16 ATE software, currently all the software resides on magnetic tape which with time loses some of it's magnetization and causes errors when the tapes are downloaded. Lockheed is the ultimate configuration manager for the F-16 but also maintains the old magnetic tapes and provides copies when requested, this is time consuming and expensive and the problem gets worse with time. The new software would eliminate the magnetic tape problem and stop the continuing loss of synchronization, eliminate the associated implicit costs, as well as reduce and potentially eliminate the cost of operating an F-16 ATE system and software specification libraries. Without this environment, F-16 ATE software support costs will continue to grow. Significant opportunity for cost reduction exists as well as opportunity to

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: CARLOS Enhancemen

Item Description: SM98001

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.508	0.508	1	0.500	0.500	0	0.000	0.000

Item Justification/Impact if Not Provided:

Consolidated Acquisition Requirement for Logistics Operational Sparing (CARLOS)

The CARLOS Software's development began in July 1995 as an AFMC initiative to better compute Communications-Electronic Weapon System Initial Spares requirements via automated forms and provide analytical capabilities between the Obligation Authority and Budget Authority authorized for initial spares funding.

Beginning in July 1997, the CARLOS generated AFMC Form 863 became the initial spares requirements submission vehicle of choice by AFMC and HQ USAF.

The scope of CARLOS potential has dramatically increased and funds are requested in order to adapt CARLOS as the initial spares requirements vehicle for all appropriations (to include Aircraft and Missile requirements) and to expand it's capabilities to incorporate program execution tracking of both Obligation Authority and Budget Authority and the relationship between the two types of funds. It is also intended to use the CARLOS software for developing budgetary requirements within the new Spares Acquisition Process currently being tested. CARLOS enhancements are required so that it will become a cross-over tool from the current process of spares acquisition to the new process.

Impact:
Funding will allow the unifying of initial spares requirements submission across all appropriations and enhance future budget development within the new Spares Acquisition Process.

An economic analysis is available

POC: Janelle Landes, OO-ALC/LGMR, DSN 777-3327

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: EDW

Item Description: HQAF00012

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
0	0.000	0.000	0	0.000	0.000	1	5.100	5.100

Item Justification/Impact if Not Provided:

Enterprise Data Warehouse (EDW)

The EDW Project will bring together the full spectrum of data and strategic information. It will provide integrated, reliable, accurate and synchronized data based on a web accessible portal, decision support tools, with a single point of entry and secure global access by authorized users to enterprise information. This endeavor will be the basis for consistent, tailored, scalable, Common Operating Picture (COP), enabling truly unified decision support services that simplify, Joint Asset Visibility, Weapon System Life Cycle Management, Reach Back, Planning, and Operations. The EDW Project will load, integrate, provide data sharing and replace and enhance access, query and reporting capability of Maintenance Systems in FY02, Supply Systems in FY03, certain Logistics Systems in FY04/05 and certain AF Enterprise Systems in FY06/07. This will move completely to the "to be" Global Combat Support Systems (GCSS), Joint Vision 2010/2020, as well as Focused Logistics Road Map compliant mode. Targeted systems include but are not all inclusive: Maintenance--Reliability and Maintainability Information Systems (REMIS), Core Automated Maintenance System (CAMS), CAMS for Airlift (GO81), Comprehensive Engine Management System (CEMS), Electronic POD Traking System (RAMPOD), Depot Maintenance Material Support System (G005M), Job Order Production Master System (G004L), Inventory Tracking System (G337), Program Depot Maintenance Scheduling System (PDMSS); Supply - Cargo Movement Operations System (CMOS), Standard Base Supply System (SBSS), Stock Control System (SCS), Weapon System Management Information System (WSMIS), Master Item Identification Control (D043), Pipeline Tracking Analysis & Metrics System (PTAMS), Requirements Data Bank (D200); Logistics-- Planning, Transportation and Cataloging; AF Enterprises - Financial, Contracting, Medical, and Personnel.

Joint Vision 2010/2020 and the Logistics joint pathway to satisfying this requirement - "Focused Logistics Road Map" as well as Combat Support Information Sphere all point to the need of integrating AF Enterprise information in a "Data Warehouse" environment. This project integrates AF Enterprise information toward a more flexible, user friendly, shared data environment. Software includes COTS, as well as design and code development. The hardware requirements are identified under a separate exhibit.

Failure to fund this project will continue the practice of relying on closed, rigid, compartmentalized and non-integrated combat support data to underpin key decisions. Timeliness of data will continue to lag the needs of commanders, accuracy will remain suspect and the relationships between such activities as supply transportation, maintenance, and operations will remain clouded. The Air Force's ability to make combat support decisions will trail best proven business practices, not meet the intent of Joint Vision 2010/2020, and could place people and equipment at unnecessary risk.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: EDW H/W

Item Description: HQAF00013

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	1	2.310	2.310

Item Justification/Impact if Not Provided:

lEnterprise Data Warehouse (EDW)

The EDW Project will bring together the full spectrum of data and strategic information. It will provide integrated, reliable, accurate and synchronized data based on a web accessible portal, decision support tools, with a single point of entry and secure global access by authorized users to enterprise information. This endeavor will be the basis for consistent, tailored, scalable, Common Operating Picture (COP), enabling truly unified decision support services that simplify, Joint Asset Visibility, Weapon System Life Cycle Management, Reach Back, Planning, and Operations. The EDW Project will load, integrate, provide data sharing and replace and enhance access, query and reporting capability of Maintenance Systems in FY02, Supply Systems in FY03, certain Logistics Systems in FY04/05 and certain AF Enterprise Systems in FY06/07. This will move completely to the "to be" Global Combat Support Systems (GCSS), Joint Vision 2010/2020, as well as Focused Logistics Road Map compliant mode. Targeted systems include but are not all inclusive: Maintenance--Reliability and Maintainability Information Systems (REMIS), Core Automated Maintenance System (CAMS), CAMS for Airlift (GO81), Comprehensive Engine Management System (CEMS), Electronic POD Traking System (RAMPOD), Depot Maintenance Material Support System (G005M), Job Order Production Master System (G004L), Inventory Tracking System (G337), Program Depot Maintenance Scheduling System (PDMSS); Supply - Cargo Movement Operations System (CMOS), Standard Base Supply System (SBSS), Stock Control System (SCS), Weapon System Management Information System (WSMIS), Master Item Identification Control (D043), Pipeline Tracking Analysis & Metrics System (PTAMS), Requirements Data Bank (D200); Logistics-- Planning, Transportation and Cataloging; AF Enterprises - Financial, Contracting, Medical, and Personnel.

Joint Vision 2010/2020 and the Logistics joint pathway to satisfying this requirement - "Focused Logistics Road Map" as well as Combat Support Information Sphere all point to the need of integrating AF Enterprise information in a "Data Warehouse" environment. This project integrates AF Enterprise information toward a more flexible, user friendly, shared data environment. Hardware consists of upgrades for storage, processing and communications components. The software requirements are identified under a separate exhibit.

Failure to fund this project will continue the practice of relying on closed, rigid, compartmentalized and non-integrated combat support data to underpin key decisions. Timeliness of data will continue to lag the needs of commanders, accuracy will remain suspect and the relationships between such activities as supply transportation, maintenance, and operations will remain clouded. The Air Force's ability to make combat support decisions will trail best proven business practices, not meet the intent of Joint Vision 2010/2020, and could place people and equipment at unnecessary risk.

Item Name: EXPRESS (DO878X)

Item Description: JLSC02E

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.425	0.425	1	0.425	0.425	1	0.425	0.425

Item Justification/Impact if Not Provided:

Execution and Prioritization of Repairs Support Systems (EXPRESS) DO878X

Nature: Modernization and deployment of a modern data system.

Summary: An automated tool to support the Depot Repair Enhancement Program (DREP), performs the following functions: a. Prioritization of Aircraft Repairables (PARs) b. EXPRESS Prioritization Processor (EPP) c. Supportability Module. EXPRESS provides a single integrated priority list of all repair requirements at an ALC, determines the ability of existing resources to support repair actions, and provides the data and the mechanism to move items into repair. The source of repair/supply uses a mathematical model in PARs to prioritize repair and distribution of assets to the users from the source of the consolidated serviceable inventory (CS). PARs takes into account base flying activity, asset position, and the corporately established aircraft availability goals. EPP sets priorities for the repair of items which are not addressed in PARs and combines all priorities into a single integrated list for each repair shop. Assets which do not have aircraft availability goals are prioritized using a "deepest hole" logic to try to fill the most critical need. EPP also provides the prioritized list to the Distribution Module, which identifies prepositioning actions for serviceable parts as they come out of repair. The Supportability Module takes the prioritized repair list from the EPP and determines whether the required items can be repaired based on four evaluation criteria: a. Carcass availability b. Repair parts availability c. Repair funds availability d. Repair resources availability. Items which meet all of these criteria are identified to SHOP PRO, where workload managers can resolve supportability constraints.

Impact:
Funds will allow the Air Force to continue the ongoing modernization efforts of EXPRESS (D087X). The work will move the system into a Defense Information Infrastructure/common Operating Environment (DII/COE) compliant open systems architecture. Additionally, the work will prepare the system for and move it into Global Combat Support System (GCSS) compliance per USAF/IL direction. GCSS-AF and DII/COE will bring all the systems into a common operating environmenmt. This, with the combination of on-line, real-time capability, will allow users from the entire Air Force to share data for analysis as well as conduct automated and interactive file maintenance actions, suspense tracking, and determine order status. The number of interfaces will be reduced and the systems will provide more timely and accurate information to decision makers.

An economic analysis is available.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: FIABSSW

Item Description: HQAFMC00013

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	1	6.155	6.155

Item Justification/Impact if Not Provided:

Financial Inventory Accounting and Billing System (FIABS)

Description/Use of Item Requested: FIABS is used by wholesale item managers, retail item managers, Air Logistics Centers, and various organizations such as procurement, and accounting and finance. One of the primary FIABS functions is to perform financial inventory accounting for the serviced areas of the Air Force Working Capital Fund and for investment materiel to be reported in the general funds general ledger. This function is performed daily by translating inventory transactions received from the various accountable supply systems into detail accounting transactions which are used to update general ledger inventory and inventory related contra accounts.

IMPACT: Funds requested are to accomplish a technical refresh of FIABS. The current FIABS is inflexible; it hosts rigid applications and is expensive and slow to incorporate changes. Additionally, the system has reached a point where poor data quality and the lack of standardization inhibit the ability to share reliable data. The major benefits of Tech Refresh are upgrades to current antiquated legacy systems supporting the Supply Management Mission Area, reduces operations and maintenance costs, and meets the business needs for improved mission area management. Other benefits of the changes will evolve the current business systems baseline to an integrated functional and interoperable technical environment maximizing the use of standardized data and data repositories to support all logistics business functions, management and operating levels. The change will comply with DoD and Air Force directives to provide commanders with near real-time information. The upgraded system will comply with the Defense Information Infrastructure-Common Operating Environment (DII-COE) and shared database (SHADE) initiatives.

An economic analysis is available.

POC: Denette Marshal, HQ AFMC/FMRS, DSN 787-5352

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: Inventory Val hw

Item Description: MSD0001

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	1	0.410	0.410

Item Justification/Impact if Not Provided:

The Chief Financial Officer (CFO) Act of 1999 requires DoD to produce accurate, complete, timely, and consistent financial information for management. The requirement is to produce auditable financial statements with the ultimate goal of an unqualified audit opinion. Federal accounting standards require inventories to be valued based on historical costs or a method that approximates historical costs. Valuation is of particular importance to capture the cost of operations in the DoD working capital funds, which in turn is critical to the profit and loss, and cash position as reported in AF financial statements. With the current system, senior AF financial managers have difficulty getting timely, credible information and meeting statutory requirements for producing CFO Act compliant and auditable financial statements. A major reason is that the Air Force Supply Management Business Area general ledger system, D035J (Financial Inventory Accounting and Billing System, FIABS), does not capture the information needed to report historical cost. Further, FIABS was designed using a collection of legacy data processing systems intended for logistical information not accounting data.

Impact:
This capital investment for Inventory Valuation hardware will allow us to host a dedicated accounting data warehouse/Commercial off the Shelf (COTS) system which incorporates moving average cost (MAC). The system supported by the software will allow for recording transactions that will meet the standards required by the Generally Accepted Accounting Principles, be simpler, and provide much needed financial information for senior financial managers.

An economic analysis is available.

POC: Pam Henson, HQ AFMC/FM PMO, DSN 787-4394

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: Inventory Valuatio

Item Description: MSD0001A

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	1	3.200	3.200

Item Justification/Impact if Not Provided:

The Chief Financial Officers (CFO) Act of 1990 requires DoD to produce accurate, complete, timely, and consistent financial information for management. The requirement is to produce auditable financial statements with the ultimate goal of an unqualified audit opinion. Federal accounting standards require inventories to be valued based on historical costs or a method that approximates historical costs. Valuation is of particular importance to capture the costs of operations in the DoD working capital funds, which in turn is critical to the profit and loss, and cash position as reported in AF Financial statements. With the current system, senior AF financial managers have difficulty getting timely, credible information and meeting statutory requirements for producing CFO Act compliant and auditable financial statements. A major reason is that the Air Force Supply Management Business Area general ledger system, D035J, (Financial Inventory Accounting and Billing System (FIABS), does not capture the information needed to report historical cost. Further, FIABS was designed using a collection of legacy data processing systems intended for logistical information not accounting data.

Impact:
The software will allow for recording transactions that will meet the standards required by the Generally Accepted Accounting Principles (GAAP), be simpler, and provide much needed financial information for senior financial managers. Recording financial transaction that adhere to GAAP standards enhance the probability of an unqualified audit opinion of financial statements to meet the requirements of the CFO act.

An economic analysis is available.

POC: Pam Henson, HQ AFMC/FM PMO, DSN 787-4394

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: KeystoneHW

Item Description: HQAFMC0001

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.450	0.450	1	0.100	0.100

Item Justification/Impact if Not Provided:

The Keystone (H303) system evolved from the Unit Cost Analysis and Resource System (UCARTS) requirement to provide unit cost ratio information. UCARTS was terminated in August 1997 because it fell short of program objectives. Keystone provides improved functionality previously identified for UCARTS, with additional capabilities for visibility into sales and costs down to Product Directorate and weapon system level. Keystone also has ad hoc analysis capability, allowing improved comparisons of estimates and actual costs, facilitating budgeting and reporting activities.

Increased user demand for the Keystone (H303) system resources will require expanded hardware capacity to maintain system performance specifications. Hardware upgrades are anticipated to include processor, memory expansion, and upgrades. Evolving world wide web (WWW) communication links are currently limited and will require additional hardware capacity to support changes.

Impact: Disapproval of this request will not permit Keystone to take advantage of improved technology, eventually limiting user accessibility and degrading system response time.

An economic analysis is available.

POC: Richard Iacobucci, HQ AFMC/FMRS, DSN: 787-5157

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: KeystoneSW

Item Description: HQAFMC0011

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.654	0.654	1	0.691	0.691	1	1.440	1.440

Item Justification/Impact if Not Provided:

The Keystone (H303) system evolved from the Unit Cost Analysis and Resource Tracking System (UCARTS) requirement to provide unit cost ratio information. UCARTS was terminated in August 1997 because if fell short of program objectives. Keystone provides improved functionality previously identified for UCARTS, with additional capabilities for visibility into sales and costs down to Product Directorate and weapon system level. Keystone also has ad hoc analysis capability, allowing improved comparisons of estimates and actual costs, facilitating budgeting and reporting activities.

Request is for anticipated software upgrades for additional analysis requirements, such as cash management/forecasting sales and cost visibility down to Supply Chain Manager, providing 1307-like financial reports by source of supply and full integration of the new United States Standard General Ledger Account (USSGLA) structure to allow analysis of financial business indicators between USSGLA and Air Force General Ledger Account structures.

Impact: Disapproval of this request will limit Keystone's capability to provide budget analysts, inventory managers and Supply Chain Management personnel an effective and efficient means for reviewing their program's sales and cost data and allow them to manage their programs in a business-like manner.

An economic analysis is available.

POC: Richard Iacobucci, HQ AFMC/FMRS, DSN 787-5157

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: MMSHW

Item Description: JLSC001

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	4.678	4.678	1	4.050	4.050	1	4.500	4.500

Item Justification/Impact if Not Provided:

Nature: To provide infrastructure upgrades in support of systems modernization.

These funds will be used to continue modernization efforts of the depot material managment infrastructure. This work is necessary to support modern data systems architecture required by Defense Information Infrastructure/Common Operating Environment (DII/COE). Additionally, the work is required for the data systems to move into Global Combat Support Systems (GCSS) AF in compliance with USAF/IL direction. GCSS-AF and DII/COE will bring all the systems into a common operating environment. This, with the combination of on-line, real-time capability, will allow users from the entire Air Force to share data for analysis as well as automated and interactive file maintenance actions, suspense tracking, and determine order status. The number of interfaces will be reduced and the systems will provide more timely and accurate information to decision makers.

Impact: Without these funds the system infrastructure will not be adequate to support the modernized data systems now being developed. AF/IL- directed GCSS-AF will not be able to fully operate at the ALCs without these upgrades.

The requirement for an economic analysis was waived and a copy of the waiver is on file.

POC: Shawn Lyman, HQ AFMC/LGND DSN: 674-0047

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: MP&E

Item Description: JLSC02C

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	5.030	5.030	1	3.225	3.225	1	8.612	8.612

Item Justification/Impact if Not Provided:

Maintenance Planning and Execution (MP&E)

Nature: Development and deployment of a modern data system.

Purpose: MP&E provides Repair Program Managers with a standard system for performing the actions of planning for the maintenance of reparable items. The application provides a common system for controlling and tracking funds used for maintenance; negotiating maintenance costs and schedules; and providing management of maintenance programs.

The first phase of MP&E was successfully deployed in FY00.

Impact: These funds will be used to continue the development and deployment of additional MP&E capabilities. The work will move the system into a Defense Information Infrastructure/Common Operating Environnment (DII/COE) compliant open systems architecture. Additionally, the work will prepare the system for, and move it into, Global Combat Support System (GCSS) compliance per USAF/IL direction. GCSS-AF and DII/COE will bring all the systems into a common operating environment. This, with the combination of on-line, real-time capability, will allow users from the entire Air Force to share data for analysis as well as conduct automated and interactive file maintenance actions, suspense tracking, and determine order status. The number of interfaces will be reduced and the systems will provide more timely and accurate information to decision makers.

An economic analysis is available.

POC: Shawn Lyman, HQ AFMC/LGND DSN: 674-0047

THIS PAGE INTENTIONALLY LEFT BLANK

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: PCMS

Item Description: JLSC02B

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	4.105	4.105	1	0.000	0.000	1	6.625	6.625

Item Justification/Impact if Not Provided:

Provisioning and Management System (PCMS)

Nature:
Modernization and deployment of a modern data system.

Purpose:
The provisioning process modernization will modernize and automate AF provisioning functionality to be a standard AF system for acquiring initial support of USAF aerospace equipment and will be used by provisioning and provisioning support activities at the Air Logistics Centers of the Air Force Materiel Command (AFMC). Upon development completion, it will provide for storage and retrieval of data using common web-enabled baseline accessibility for all ALCs. Through the use of on-line, real-time capability, an ALC can conduct automated and interactive file maintenance actions, workloading; suspense tracking, data processing, procuring and contracting support actions.

Impact: These funds will be used to modernize the provisioning process and move it into a Defense Information Infrastructure-Common Operating Envirionment (DII-COE) compliant open systems architecture and toward Global Combat Support Systems-Air Force (GCSS-AF) compliance per USAF-IL direction.

An economic analysis is available.

POC: Shawn Lyman, HQ AFMC/LGND DSN 674-0047

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: PRPS (D203)

Item Description: JLSC02D

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	4.254	4.254	1	0.625	0.625	1	3.275	3.275

Item Justification/Impact if Not Provided:

Purchase Request Process System (PRPS)

Nature:
Modernization and deployment of a modern data system.

Purpose:
The PRPS automates the front end of the acquisition process and is used to bridge the requirement stage to the contracting stage. PRPS processing begins with the receipt of a validated buy requirement, and includes acquisition competition screening, automated purchase request and attachments, delivery order notices and transmission to the buying activity.

Impact:
These funds will be used to continue the ongoing modernization efforts of the PRPS (D203) system. The work will move the system into a Defense Information Infrastructure-Common Operating Environment (DII/COE) compliant open systems architecture. Additionally, the work will prepare the system for and move it into Global Combat Support Systems-Air Force (GCSS-AF) in compliance with USAF/IL direction. GCSS-AF and DII/COE will bring all the systems into a common operating environment. This, with the combination of on-line, real-time capability, will allow users from the entire Air Force to share data for analysis as well as conduct automated and interactive file maintenance actions, suspense tracking, and determine order status. The number of interfaces will be reduced and the systems will provide more timely and accurate information to decision makers.

An economic analysis is available.

POC: Shawn Lyman, HQ AFMC/LGND DSN: 674-0047

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: PTAMS

Item Description: LOGW001

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	3.251	3.251	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Pipeline-Tracking, Analysis and Metrics Systems (PTAMS)

Current information systems do not adequately support the users in employing the principles of Agile Logistics and Logistics Transportation in the most effective way. A key limitation of these systems is that they are designed to operate in stand-alone mode. Consequently, cross-functional analysis is difficult. In addition, the lack of integration among these tools creates the potential for data inconsistencies and affect the timeliness of reporting. PTAMS provides the necessary interface for these systems to perform cross-functional analysis and logistics reengineering. By creating a single integrated system, PTAMS eliminates the need for four stand-alone systems. Cost avoidance associated with just one system, ATAC-AF is $2.5M per year.

PTAMS will provide data not only for trend analysis for metrics reporting and working problems/bottlenecks, but will include triggers to alert users to unfavorable occurrences. Funding for PTAMS will result in improved logistics response time and asset visibility. By using PTAMS, the AF will be able to better manage spares requirements through pipeline analysis and corrective actions.

Project completed in FY 2000.

An ecomomic analysis is available.

OPR: Trent Darling, AF/ILSP, DSN 225-6130

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: REMIS

Item Description: HQAF00011

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
1	6.299	6.299	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Reliability and Maintainability Information System's (REMIS)

REMIS primary objective is to enhance the front end design and increase the readiness and sustainability of Air Force (AF) weapon systems by improving the availability, accuracy and flow of essential equipment maintenance information. All requisite information is maintained in an integrated data base and is immediately accessible to AF managers worldwide by both weapon system and major equipment category. REMIS provides a single primary AF data base for collecting data and processing equipment maintenance information as well as online, interactive access to a comprehensive source of valid, integrated information for all authorized AF users. REMIS contains the only complete AF aerospace vehicle inventory ($433 billion in Fiscal Year 1997) and includes assigned and processing command, organization, geographical location, and condition status. System data are used to analyze maintenance problems, report flying hours for budgeting, and report inventory for year-end-financial statements.

As a legacy system, REMIS is also an integral part of the Integrated Maintenance Data System (IMDS) and as such must be maintained through complete IMDS fielding. Until that time, REMIS will need to continue to be funded.

Impact: REMIS funding enabled Data Warehouse Project compliance with Joint Vision 2010/2020, DoD/AF systems architecture requirements, as well as Global Combat Support System-Air Force (GCSS-AF) requirements. The Data Warehouse Project brings together the full spectrum of data (Combat Support Information Sphere) needed by the war fighters. It provides synchronized data based on a web accesible portal decision support tools, with a single point of entry and secure global access by authorized users to logistic information. This endeavor is the basis for a consistent, tailored, scalable, Common Operating Picture (COP), enabling truly unified decision support services that simplify, Joint Asset Visibility, weapon system life cycle management, reach back, planning, and operations. This will project will ensures REMIS is compliant with the GCSS and the Joint Vision 2010/2020.

An economic analysis is available.

POC: Mike Riley, MSG/ILMR, DSN 787-5078

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: RMS

Item Description: JLSC02A

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	3.200	3.200	1	5.155	5.155	1	6.665	6.665

Item Justification/Impact if Not Provided:

Requirements Management Systems (RMS)

This system comprises a set of major logistics processes and models integrated by a large relational database. This system automates and integrates the Air Force materiel requirements determination processes which compute procurement, termination and repair requirements for spares, repair parts, and major equipment items. It uses a planning period of 38 quarters and recomputes quarterly. The relational database is the repository of detailed information showing the indentured application of every individual part of each particular aircraft type or end item. Within this structure, the system holds the historical and planning data needed to support computation of quantities for buy, termination and repair.

These funds will be used to continue the ongoing modernization efforts of the RMS. The work will move the system into a Defense Information Infrastructure - Common Operating Environment (DII/COE) compliant open systems architecture. Additionally, the work will prepare the system for, and move it into, GCSS compliance per USAF/IL direction.

IMPACT: Without these funds, this system will not be able to move into a modern DII/COE architecture as directed by higher HQ. The system must be modernized to provide the best support to the field.

An economic analysis is available.

POC: Shawn Lyman, HQ AFMC/LGN DSN: 674-0047

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: RSSP

Item Description: SM99001

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	1.835	1.835	1	3.825	3.825	1	3.425	3.425

Item Justification/Impact if Not Provided:

Reengineered Supply Support Program (RSSP)

These project funds will be used to implement the RSSP data exchange for AF weapon systems to provide visibility of spares and usage of parts during the acquisition cycle. The automated information distribution system will feed spares data from contractor to government computation models, retail tracking systems and wholesale tracking systems to enhance asset visibility and Agile Logistics in an open systems architecture. This data is not collected and tracked by any government system but, instead, by a myriad of contractor systems which do not link to government systems, and precludes informed decisions when laying-in initial and follow-on spares. An independent Cost Benefit Analysis conducted by RJO Enterprise Inc. compared the current process of buying spares with the reengineered process (enabled by the proposed data exchange) and determined that initial investment would be paid back within 28-32 months (a most probable Return On Investment of 29:1). HQ AFMC, AF/IL, and SAF/AQ have endorsed this process for immediate implementation.

Impact: Without funding, the government will lose sight of sparing activities as contractors hold on to systems longer and longer. Also, the government will be hampered in trying to buy the right spares, in the right amount, at the right time.

An economic analysis is available.

POC: Margie Osterhus, HQ AFMC/LGN, DSN 787-5485

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | MSD - AFMC | June 2001

Item Name: SCS

Item Description: JLSC02F

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	14.815	14.815	1	17.990	17.990	1	9.365	9.365

Item Justification/Impact if Not Provided:

Stock Control Systems (SCS)

Nature: Modernization and deployment of a modern data system.

Purpose: SCS is the core of Asset Management. SCS is used by both the Air Force and Marine Corps (AF as executive agent) to maintain visibility of wholesale supply assets, process requisitions/provide customer status, control allocation/release of assets, and provide Joint Total Asset Visibility (JTAV) capability for inter-service lateral redistribution and procurement offset transactions. Air Force uses SCS to maintain visibility of retail base assets/redistribute base excess assets to fill backorders. SCS improves customer support through prepositioning of backorders for immediate shipment from the receiving line and tracking intransits. SCS maintains aggregation accounts, control/issues Government Furnished Materiel (GFM) to contractors, processes shipments to disposal. SCS provides real-time asset balances, requisition status and item management data to customers world-wide via SCS Web capability.

Impact:
These funds will be used to continue the ongoing modernization efforts of the Stock Control System (SCS). The work will move the system into a Defense Information Infrastructure/Common Operating Environment (DII/COE) compliant open systems architecture and thereby allow more effective sharing of logistics information and improved functional integration within the AF and DoD. Additionally, this effort will help bring SCS into Global Combat Support Systems-Air Force (GCSS-AF) configuration as directed by HQ USAF/IL. GCSS-AF and DII/COE will bring all the systems into a common operating environment. This, with the combination of on-line, real-time capability, will allow users from the entire Air Force to share data for analysis as well as conduct automated and interactive file maintenance actions, suspense tracking, and determine order status. The number of interfaces will be reduced and the systems will provide more timely and accurate information to decision makers. This system must be modernized to provide the best support to the field.

An economic analysis is available.

POC: Shawn Lyman, HQ AFMC/LGND DSN: 674-0047

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Fuels Division | June 2001

Item Name: Microscope (VAFB)

Item Description: Scanning Electron Microscope

Capital Category: Equipment (Productivity)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	2	0.195	0.390	0	0.000	0.000

Item Justification/Impact if Not Provided:

One instrument will be used at the Wright Patterson AFB (WPAFB) fuels lab and the other will be used at Vandenberg AFB (VAFB).

WPAFB: This requirement provides the Air Force Petroleum Office (AFPET) with the ability to investigate aircraft crashes and product contamination incidents. This instrument enables the lab to quickly identify samples of unknown content and more effectively investigate product blending, additive and contamination problems. Following the transfer of Fuels Division to DESC, the WPAFB fuels lab will become part of the AFPET and will serve as the Air Force focal point for processing these samples. Meeting this requirement will require an expansion of current testing capabilities and equipment. Inability to satisfy the new requirements will jeopardize the success of these investigations and related program development efforts.

VAFB: The other instrument is required for the analysis and investigation of samples of unknown content and contaminated products associated with space and missile launch operations conducted at the Western Space and Missile Center. The Vandenberg AFB laboratory is currently unable to satisfactorily respond to customer requirements in these areas. This deficiency results in costly pre-launch countdown delays whenever samples must be sent to the Cape Canaveral AFS Laboratory or a commercial laboratory for analysis. An on-site capability is required to prevent further delays in the processing of pre-launch countdown workloads.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Fuels Division | June 2001

Item Name: Spect. Microscope

Item Description: GC/FTIR Spectrophotometer and Microscope

Capital Category: Equipment (Productivity)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.135	0.135	0	0.000	0.000

Item Justification/Impact if Not Provided:

This instrument is required to replace an eight year old instrument that is no longer reliable or serviceable at the Cape Canaveral AFS laboratory. The existing instrument is used to identify product contaminants and samples of unknown content in support of space and missile launch operations conducted at the Cape Canaveral AFS. Failure to replace this instrument will result in laboratory work stoppages and could occasion even more costly launch delays if work must be performed off-site.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Supply Management Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Fuels Division | June 2001

Item Name: Spectrophotometer

Item Description: X-Ray Spectrophotometer

Capital Category: Equipment (Productivity)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.185	0.185	0	0.000	0.000

Item Justification/Impact if Not Provided:

This instrument is a new requirement at the Wright Patterson AFB (WPAFB) fuels lab, which will become part of the Air Force Petroleum Office (AFPET) once the transfer of Fuels Division to DESC occurs. The spectrophotometer will be used, along with the scanning electron microscope, to investigate aircraft crashes and product contamination incidents. Following the transfer of Fuels Division to DESC, the AFPET laboratory will become the Air Force focal point for processing these sample workloads. Specifically, this instrument will enable the laboratory to quickly and efficiently identify contaminates, and more effectively investigate and resolve product blending, additive and contamination problems. Inability to support these requirements will jeopardize the success of these investigations and related program development efforts.

PROJECT FY	Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Explanation
Equipment - Except ADPE and TELECOM						
FY01	GC/FTIR Spectrophotometer and Microscope			0.135	0.0135	
	X-Ray Spectrophotometer			0.185	0.185	
	Scanning Electron Microscope			0.390	0.390	
Equipment - ADPE and TELECOM						
FY00	MMSH ADPE Equipment			4.678	4.678	
FY01	KEYSTONE			0.450	0.450	
	MMSH ADPE Equipment			4.050	4.050	
FY02	KEYSTONE			0.100	0.100	
	MMSH ADPE Equipment			4.500	4.500	
	Inventory Valuation			0.410	0.410	New Requirement
	EDW			2.310	2.310	New Requirement

PROJECT FY	Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Explanation
Software Development						
FY00	Computer Aided Engineering Environment for ATE software			2.134	2.134	Introduced in FY99 by OO-ALC. Project complete in FY00.
	CARLOS Enhancement			0.508	0.508	Requirement introduced in FY99 by SM-ALC
	Legacy Systems Modernization			33.664	37.320	Increase $0.700 per PBD426
	SCS	-0.054		14.815	14.761	Transferred to PRPS per OSD (C) AOB 00-5 and SAF/FMBMR AOB 00-8
	PRPS	-1.835		4.254	4.254	Transferred to RSSP per SAF/FMBMR AOB 00-3. Returned $1.841 from various projects per OSD (C) AOB 005 and SAF/FMBMR AOB 00-8
		1.841				
	EXPRESS	-0.132		0.425	0.293	Transferred to PRPS per OSD (C) AOB 005 and SAF/FMBMR AOB 00-8.
	PCMS	-1.404		4.105	2.701	Transferred to PRPS per OSD (C) AOB 00-5 and SAF/FMBMR AOB 00-8
	MP&E	-0.125		5.030	4.905	Transferred to PRPS per OSD (C) AOB 00-5 and SAF/FMBMR AOB 00-8
	RMS	-0.126		3.200	3.074	Transferred to PRPS per OSD (C) AOB 00-5 and SAF/FMBMR AOB 00-8
	ABACUS	-0.654		0.400	0.400	Decrease of $.654 from estimate and transferred to KEYSTONE Transfer approved per SAF/FMBMR AOB 00-5
	REMIS			6.299	6.299	USAF requirement introduced in FY99. Project complete in FY00
	PTAMS			3.251	3.251	USAF requirement introduced in FY98. Project complete in FY00.
	RSSP			1.835	1.835	
	KEYSTONE	0.654		0.654	0.654	

PROJECT FY Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Explanation
Software Development					
FY01 Legacy Systems Modernization				27.420	
EXPRESS (D0878X)			0.425	0.425	
PRPS (D203)			0.625	0.625	
SCS	3.125		17.990	17.990	Transferred from PCMS per OSD AOB 01-3 and SAF/FMBMR 01-4
RMS			5.155	5.155	
PCMS	-3.125		3.125	0.000	Transferred to SCS per OSD AOB 01-3 and SAFFMBMR 01-4
MP&E			3.225	3.225	
Computer Aided Engineering Environment for ATE software			0	0	Introduced in FY99 by OO-ALC. Project complete in FY00.
ABACUS			1.432	1.432	
RSSP			3.825	3.825	
CARLOS			0.500	0.500	
KEYSTONE			0.691	0.691	

PROJECT FY Approved Project	Internal Transfers	Carryover	Approved Project Cost	Current Project Cost	Explanation
Software Development					
FY02 Legacy Systems Modernization				34.967	
SCS			9.365	9.365	
PRPS			3.275	3.275	
EXPRESS			0.425	0.425	
PCMS			6.625	6.625	
MP&E			8.612	8.612	
RMS			6.665	6.665	
ABACUS			1.957	1.957	
RSSP			3.425	3.425	
KEYSTONE			1.440	1.440	
EDW			5.100	5.100	New Requirement
Inventory Val s/w			3.200	3.200	New Requirement
FIABS			6.155	6.155	New Requirement

FY2002 Amended Budget Submission

Department of the Air Force - Activity Group Capital Investment Summar

for Depot Maintenanc

June 200

($ in Millions)

Line Number	Description	Item	FY 2000		FY 2001		FY 2002	
			Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
	EQUIPMENT							
	* $1,000,000 and over							
E9901	VXI Rehost	*R*	0	0.0	1	4.5	0	0.0
E9902	F-16 Microwave Test Station Upgrade	*R*	2	3.0	4	4.8	1	1.2
E9903	Intermediate Frequency/Video/Micro Test Station	*R*	1	5.9	1	2.0	1	5.3
E9904	F-15 Analog Test Stations	*R*	1	1.9	0	0.0	0	0.0
E9905	Fluorescent Penetrant Line		1	1.5	0	0.0	0	0.0
E0001	IOE FY 2000 MILCON B210	*R*	1	10.1	0	0.0	0	0.0
E0002	F-15 Digital Test System	*R*	1	4.2	0	0.0	0	0.0
E0003	Floor Recovery System		1	1.8	0	0.0	0	0.0
E0004	B-1B Ramp CASS		2	1.8	0	0.0	0	0.0
E0005	Support Generator Transition		1	1.9	0	0.0	0	0.0
E0006	Hydraulic Forming & Molding Press		1	3.9	0	0.0	0	0.0
E0007	High Efficiency Small Vac Furnace		2	1.3	0	0.0	0	0.0
E0008	CNC Double Column Machining Center	*R*	1	1.1	0	0.0	0	0.0
E0009	Hot Forming Press	*R*	1	2.0	0	0.0	0	0.0
E0010	A700 DATSA Computer Rehost	*R*	1	1.0	0	0.0	0	0.0
E0101	LFIC / RFIC Test Console	*R*	0	0.0	1	5.5	1	18.3
E0102	Plasma Spray Systems	*R*	0	0.0	10	3.8	0	0.0

FY2002 Amended Budget Submission

Department of the Air Force - Activity Group Capital Investment Summar

for Depot Maintenanc

June 200

($ in Millions)

Line Number	Description	Item	FY 2000		FY 2001		FY 2002	
			Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
E0103	Benchtop R/A Tester	*R*	0	0.0	1	3.0	1	1.2
E0104	IOE Corrosion Control		0	0.0	1	11.4	0	0.0
E0105	IOE C-130 Corrosion Control		0	0.0	1	10.2	0	0.0
E0106	Automatic Depot Test Station	*R*	0	0.0	1	2.0	0	0.0
E0107	Multi Function Tester Rehost	*R*	0	0.0	1	3.5	0	0.0
E0108	Nose Radome Electronic Test System	*R*	0	0.0	2	2.1	0	0.0
E0109	High Speed Blade Tip Grinding Machine	*R*	0	0.0	1	2.6	0	0.0
E0110	TEWS Intermediate Support System	*R*	0	0.0	1	5.8	0	0.0
E0111	Reconfigurable Tooling System		0	0.0	1	1.3	0	0.0
E0112	Drop Bottom Furnace	*R*	0	0.0	1	1.1	0	0.0
E0113	C/KC-135 Circuit Analyzer	*R*	0	0.0	2	1.0	0	0.0
E0201	Digital Test Stands	*R*	0	0.0	0	0.0	1	10.0
E0202	Fire Control RADAR Antenna	*R*	0	0.0	0	0.0	2	4.2
E0203	Automatic Shot Peening Systems	*R*	0	0.0	0	0.0	3	1.4
E0204	Paint Booth Insert		0	0.0	0	0.0	1	5.0
E0205	B-1B CASS Bldg 240		0	0.0	0	0.0	2	3.9
E0206	Electro Optical Work Center (EOWC)	*R*	0	0.0	0	0.0	1	3.3
E0207	7600 Ton Elastomer Pad Press	*R*	0	0.0	0	0.0	1	2.4
E0208	Ramp CASS Bldg 2122		0	0.0	0	0.0	2	2.5

FY2002 Amended Budget Submission

Department of the Air Force - Activity Group Capital Investment Summar

for Depot Maintenanc

June 200

($ in Millions)

Line Number	Description	Item	FY 2000		FY 2001		FY 2002	
			Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
E0209	FACT Electrical Interconnecting	*R*	0	0.0	0	0.0	2	2.1
E0210	Engine Nacelle Ground Trailer		0	0.0	0	0.0	8	1.5
E0211	Bake, Fill & Evacuate Test Stand		0	0.0	0	0.0	3	1.2
E0212	F110 Engine Run / Mount Kit		0	0.0	0	0.0	1	1.2
E0213	5 Axis CNC Universal Mach Center	*R*	0	0.0	0	0.0	1	1.7
E0214	GG-1111 ATE Test Station	*R*	0	0.0	0	0.0	1	1.5
E0215	Dry Media Blast De-painting System		0	0.0	0	0.0	1	1.0
E0301	IOE Depot Plating Shop MILCON		0	0.0	0	0.0	0	0.0
E0302	AN/ALM Module Test Sets	*R*	0	0.0	0	0.0	0	0.0
E0303	Turbine/Compressor Shop CMM	*R*	0	0.0	0	0.0	0	0.0
E0304	15 X 45 Autoclave	*R*	0	0.0	0	0.0	0	0.0
E0305	Case Repair Shop CMM	*R*	0	0.0	0	0.0	0	0.0
E0306	Tube Bender 3" - 6"		0	0.0	0	0.0	0	0.0
E0307	CNC Vertical Turret Lathes	*R*	0	0.0	0	0.0	0	0.0
	Equipment Over $1M Subtotal		14	41.4	16	64.6	19	68.9
E5000	* $500,000 to $999,999.99		4	2.9	2	1.8	9	6.7
E9999	* $100,000 to $499,99.99		48	18.5	18	6.1	27	9.7

FY2002 Amended Budget Submission

Department of the Air Force - Activity Group Capital Investment Summar

for Depot Maintenanc

June 200

($ in Millions)

Line Number	Description	Item	FY 2000		FY 2001		FY 2002	
			Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
	ADPE & Telecommunication Equipment							
A9601	DMAPS/Legacy System Modernization		1	19.8	1	9.5	1	10.4
A0000	ADPE & Telecom $100,000 to $499,999.99		0	0.0	1	0.3	0	0.0
	ADPE & Telecom Subtotal		1	19.8	2	9.8	1	10.4
	Software Development (Internally)							
S9601	DMAG Budget and Price Development System	*S*	1	0.8	1	1.5	1	2.0
S9701	Legacy System Technical Refresh	*S*	1	18.5	1	9.1	1	24.9
S9702	DMAPS Development/Implementation	*S*	1	25.9	1	31.0	1	9.3
	Software Development Subtotal		3	45.2	3	41.6	3	36.2
M0000	Minor Construction		22	8.6	12	4.7	21	7.9
	TOTAL		92	136.4	53	128.6	80	139.8

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E9901 VXI Rehost	Replacement	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
VXI Rehost	0	0	0	1	4500	4500	0	0	0

Narrative Justification

The purpose of this FY2001 project is to re-host 25 digital shop replaceable unit (SRU) test programs sets (TPS) onto previously purchased VXI testers, thereby replacing the obsolete test station used to repair cards from the depot automatic test station for avionics (DATSA). This project is phase II of a multi-year project that began with the DATSA tester replacement (phase I was completed in FY1999) and continues with phase III in FY2003 ($4M) and phase IV in FY2006 ($3M). The cost of the project will decrease each year as the development phases are completed. Replacement equipment for four computer systems was purchased in the first phase; the remaining costs are development and actual re-host of the TPS. This effort when completed will provide for the replacement of all obsolete DATSA in support of the B-1B to include the re-host of software programs to the more state-of-the-art equipment. An economic analysis (EA) was prepared by OC-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.0 for FY1999 and 0.9 for FY2001 for the project. A SIR of 1.0 is projected for the other phases. Due to this low ratio, a vital mission memo was submitted by OC-ALC and is retained on file in HQ AFMC/LGPE. The cost/benefit analysis shows replacement will yield the highest long-term value to the Air Force. This phase of the project will complete in January 2003 and phase III will complete in October 2006.

Impact if not provided: DATSA obsolescence will continue to worsen each year leading to increasing breakdown rates, reduction in the availability of spare parts, increase in repair costs and DATSA downtime per breakdown. If the obsolete DATSA is not replaced, the eventual result will be the loss of B-1B SRU repair capability. Additionally, OC-ALC would experience degradation of shop efficiency, increasing resource control center (RCC) cost, decreasing repair volume and quality of repair. Without the B-1B SRU repair capability, loss of the annual $3.72M in B1 SRU avionics repair jeopardizes the $5.43M in B1 line replaceable unit (LRU) avionics repair, and OC-ALC avionics repair in general.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E9902 Replacement F-16 Microwave Test Station Upgrade	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
F-16 Microwave Test Station Upgrade	2	1500	3000	4	1202	4808	1	1202	1202

Narrative Justification

The purpose of this project is to provide replacement microwave depot test stations (MDTS) to test F-16 microwave shop replacement units (SRU) and avionics intermediate shop (AIS) tray replacement units (TRU). The proposed project will provide an upgraded capability to test, diagnose/troubleshoot, and retest to verify they were correctly diagnosed and repaired. The microwave test stations have been a multi-year project since work began on them in FY1999 due to service life end because of obsolescence/parts non-availability for all the MDTS configurations. Pursuing this MDTS sustainment effort will upgrade the previous configurations to one common, sustainable configuration to the CY2020, thus allowing retention of existing test program sets (TPS) while improving our repair support capability because of improved station reliability/maintainability. An economic analysis (EA) was prepared by OO-ALC/FMC (DSN 777-1227) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 4.60 for this project. The cost for this project has fluctuated due to several issues. The original cost was for the technical data, blueprints and paperwork that would not have to be accomplished again. The costs in the future are strictly for the test stations. This project is not expected to be completed before FY2003, but it is already showing a savings, and savings will increase as the project is accomplished.

Impact if not provided: The failure to incorporate safety features within test stations to eliminate and reduce potential shock will not be incorporated and could result in catastrophic equipment failure and serious injury/loss of life. The current test stations are down for repairs 50% of the time for long periods, due to the unavailability of replacement parts, and result in adverse mission capable and supportability impacts of critical components of F-16 and B-1B aircraft. Without the critical components serviced by these test stations, these aircraft become non-supportable. The test station replacement is critical to the Air Force.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E9903 Replacement Intermediate Frequency/Video/Micro Test Station	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Intermediate Frequency/Video/Micro Test Station	**1**	**5851**	**5851**	**1**	**1968**	**1968**	**1**	**5282**	**5282**

Narrative Justification

The purpose of this project is to replace original 1970's technology and equipment with the latest state-of-the-art instrumentation that has greater reliability, capability, and flexibility. This project is currently budgeted for FY2000/2001/2002 to rehost new instrument consoles for automatic test station. The F-15 aircraft and the APG-63 multi-mode radar systems have been extensively modified and upgraded, but the depot support equipment was not simultaneously upgraded for sustainment. This automatic test equipment is required for final testing of the multi-mode radar on the F-15 and F-16 aircraft to technical order (T.O.) specifications. This requirement was input for different dollar amounts each year because of the necessity for testing between some of the procurement stages. The requirement is to upgrade some of the seven bays and then do the necessary testing to ensure the test station is performing all the correct functional requirements before proceeding to the next bay upgrade. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 15.4 for this project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2003.

Impact if not provided: Without funding to upgrade the station, the repair and testing capability of the multi-mode radar shop replaceable units will be lost and the F-15 will be grounded. It was estimated that the current stations are in such serious trouble as far as parts availability that over 80% of the instrumentation will no longer be supportable by CY2000 and grounding of aircraft would result if no action is taken. WR-ALC currently believes the situation is under control, and the current schedule will meet their needs.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E9904 Replacement F-15 Analog Test Stations	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
F-15 Analog Test Stations	1	1920	1920	0	0	0	0	0	0

Narrative Justification

The multi-year effort to replace the analog test station system began in FY1998 and ended in FY2000. This was to sustain the analog avionics depot test station (AADTS) test capability needed to support the repair of F-15 avionics throughout the extended life of the aircraft. The analog station is used in the repair of avionics equipment in support of a total of over 700 F-15 aircraft of which many are expected to remain in service through the FY2025 or beyond. If the four existing F-15 H2600 analog test stations were not upgraded, the maintenance cost would easily exceed $500K per year and would quickly exhaust any available spares in stock. The stations were being maintained by moving usable instruments/drawers between stations or by running production units under test (UUT) on multiple stations. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 14.9 for this project. A study performed in CY1997 revealed that more than 93% of the 62 test replaceable units (TRU) are no longer produced commercially and that more than 55% of them are currently unsupportable. Since the report was delivered, more of the TRU have become unsupportable. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2001.

Impact if not provided: It was estimated, based on engineering analysis of manufacturing, availability of spares for TRU, and the support/repair of TRU, that the stations would have been unusable by the end of FY2001. The loss of the AADTS test capability would have prevented maintenance on approximately 106 work unit codes (WUC) used on the F-15.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E9905 Productivity Fluorescent Penetrant Line	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Fluorescent Penetrant Line (FPL)	**1**	**1500**	**1500**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

Existing configuration did not provide sufficient distance between process points in the line to allow proper dwell time for FPL applications. Repair parts can no longer be purchased. This replaces the oldest line in OC-ALC. The tanks in the line are in jeopardy of springing leaks since they have deteriorated so much. All materials in the FPL are considered hazardous materials. The workload has significantly increased in the past three years. If the FPL shuts down, this will cause current workload of 420,000 blades per year to be shut down. A recent modeling simulation study estimated we could only properly process some 70% of the blades currently under contract. A savings to investment ratio of 0.1 is projected. The economic analysis was certified by HQ AFMC/FMPC (DSN 787-3820). Due to this low ratio, a vital mission memo was submitted and retained on file by HQ AFMC/LGPE. This equipment will be installed and production ready in September 2001.

Impact if not provided: The shop will have to work outside normal operating hours to meet the existing workload. If we do not replace the line, we will not continue to meet existing workload.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0001 Replacement IOE FY 2000 MILCON B210	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
IOE FY 2000 MILCON B210	1	10060	10060	0	0	0	0	0	0

Narrative Justification

This project is to provide all required initial outfitting equipment (IOE) to allow full operation for the Overhaul and Pneumatic Functional Test Facility (building 210), and to support the process air compressor room in existing building 210. The project replaced the current configurations of 21 of the 23 production based test cells in the Pneumatics Functional Test Facility that have deteriorated to the point of excessive production delays and equipment transfers between cells. An economic analysis (EA) was prepared by OC-ALC and was certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 2.1 for the military construction (MILCON) project. This equipment will be installed and production ready in September 2001.

Impact if not provided: It will result in destroyed end items and a high risk to technicians that must perform adjustments to the end item at test conditions. The controllers for establishing test conditions are beyond their useful life and introduce inaccuracies into existing instrumentation. The controllers are unstable, and no limits can be set to prevent accidental over pressurization. There are no direct replacements available in industry and equipment cannot be supported by the manufacturer. That will lead to higher production costs and dissatisfied customers.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0002 Replacement F-15 Digital Test System	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
F-15 Digital Test System	1	4189	4189	0	0	0	0	0	0

Narrative Justification

The digital test system was removed from the FY1999 program to provide funds to support depot maintenance accounting and production system (DMAPS) and was budgeted for FY2000. The objective of this project was to sustain the digital avionics depot test station (DADTS) test capability needed to support the repair of F-15 avionics throughout the extended life of the aircraft. The digital station is used in the repair of avionics equipment in support of a total of over 700 F-15 aircraft of which many are expected to remain in service through FY2025 and beyond. If the two existing F-15 digital test stations are not upgraded, then the maintenance cost would easily exceed $200K per year and would quickly exhaust any available spares in stock. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 15.0 for this project. A study performed in CY1997 revealed that more than 94% of the 52 tester replaceable units (TRU) are no longer produced commercially and that more than 35% of them are currently unsupportable. The study further revealed that, by FY2001, more than 75% of the TRU will be unsupportable. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2002.

Impact if not provided: It was estimated, based on engineering analysis of manufacturing, availability of spares for TRU, and support/repair of TRU, that the stations will be unusable in FY2002. The loss of the DADTS test capability will prevent maintenance on approximately 104 work unit codes (WUC) used on the F-15. This will increase non-mission capable incidents and lead to the grounding of aircraft.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0003 Floor Recovery System	Productivity	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Floor Recovery System	**1**	**1803**	**1803**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

The transferred plastic media-stripping booth is a stand-alone unit. It includes all equipment except a built-in floor recovery system that cannot be moved from the previous site for recycling the media. The current problem is that larger fighter aircraft must be stripped at the same time as C-130 aircraft in the same building. The benefits of the project are compliance to the technical order cleanliness requirement of no more than 200 picas per minute (PPM) of contamination in the blast media. The project will provide an efficient way to separate the paint chips and fines from useable media. A saving to investment ratio of 1.7 is projected. The new partial floor pneumatic recovery system will save approximately 2.5 flow days per C-130 aircraft and approximately two flow days per A-10 aircraft. Projected FY2000 aircraft stripping workload will be 35 C-130 aircraft and 45 A-10 aircraft. The new floor will reduce man-hours required to recover the reusable plastic media. The new floor will reduce the equipment repair maintenance costs and save in material costs. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.7 for this project. Project is expected to be installed and savings to begin in July 2002.

Impact if not provided: OO-ALC will continue to use current non-compliant manual, labor intensive recovery process, adversely affecting the C-130 and A-10 flow time.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0004 B-1B Ramp CASS	Productivity	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
B-1B Ramp CASS	**2**	**896**	**1792**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

Installed two moveable centralized aircraft support systems (CASS) to support three B-1B aircraft ramp locations. The CASS provides all utility requirements for the B-1B aircraft from a location adjacent to the aircraft. A savings to investment ratio of 0.3 is projected. Due to this low ratio, a vital mission memo was submitted and retained on file. The benefits compared to status quo are: 1) a single operator, 2) a centralized computer control operation, 3) reduced number of pieces of equipment required on the ramp, and 4) elimination of diesel powered ground support equipment (GSE) at the support ramp locations. This reduces the number of ground support equipment on the ramps and discontinues the use of inefficient and obsolete diesel powered ground support equipment. This project also reduces the number of personnel required to perform the process. The computer equipment will be housed in a small portable shelter. B-1B programmed depot maintenance workload for FY2002 is projected to be 18 aircraft per year. The project will be complete and ready for production in July 2001, providing support for the increased workload beginning FY2002. The savings will begin in FY2002.

Impact if not provided: OC-ALC will have to continue to use and maintain diesel power ground support equipment that is inefficient and obsolete. The current configuration of support equipment for the B-1B requires more space and personnel than needed, thus adding additional depot maintenance costs.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0005 Productivity Support Generator Transition	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Building 843 Bay M/K Equipment to Support Generator Transition	**1**	**1908**	**1908**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

The purpose of this project was to purchase the needed equipment for building 843, required to support the increased electrical accessories workload transferred from SM-ALC. The project provides a paint booth, blast booth, four modular test enclosures, air compressor system with air dryer and breathing air, and two 5-ton bridge cranes. This activity supports airborne and ground power generators for all DoD aircraft. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 5.2 for the project. Project is expected to be installed and savings to begin in September 2001.

Impact if not provided: The existing facilities and equipment lack sufficient capacity to support the increased workload requirements for both airborne and ground power generators. Without this project, over and above organic costs using a private contractor would drive the cost to repair the airborne and ground power generators above acceptable contract values. The additional flow-time due to routing items would create time constraints that would increase non-mission capable situations and result in grounded aircraft.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0006 Productivity Hydraulic Forming & Molding Press	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Hydraulic Forming & Molding Press	1	3937	3937	0	0	0	0	0	0

Narrative Justification

This project purchases and installs new hydraulic forming and molding press in building 265 to replace one high-dollar and three existing low-dollar stamping presses. The introduction of the new forming press will allow the shop to produce parts that are now hammered out by hand. Three presses in use are down 90% of the time. It forms the wing portion of the aircraft with riveted holes in the proper places and places the rivets in place for several aircraft. The cost of a new press is $7.8 M to $15 M. OO-ALC does not want to add that cost to their rates; therefore, they have located a rebuilt press for a lower cost in the Netherlands. Currently the sheetmetal shop hand hammers the spars out on hand molds. Approximately 9600 hours are used each year, at $150/hr for a total cost of $1.44M. Several workloads, averaging from 1000-5000 man-hours in workload, have been turned down due to the man-hours required to manufacture one part. Connecting equipment to the existing manufacturing system with a central database allows manufacturing of computer-aided components within one day upon receipt of work. An economic analysis (EA) was prepared and certified by OO-ALC/FMC (DSN 777-1227) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 3.4 for this project. Project is expected to be installed and savings to begin in January 2001

Impact if not provided. With the new molding press, the shop can lower the man-hours to manufacture the spars in less than 500 man-hours for a total saving of $1.365M. Also, a carpal tunnel problem due to the manufacturing technique limits the amount of hours an individual can work in the sheetmetal manufacturing shop. Several lost man-hours have been expended in the shop due to carpal tunnel and accidents in the shop. The introduction of the new equipment shall reduce, if not eliminate, the carpal tunnel problems and significantly decrease the shop accident rate.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0007 Environmental Compliance High Efficiency Small Vac Furnace	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
High Efficiency Small Vac Furnace	**2**	**642**	**1284**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

This project replaces the large existing Wellman furnace with two high efficiency small batch furnaces. The furnace will reduce carbon, sulfur and nitrogen oxides, reduce the flow time for the parts maintenance cycle, and increase efficiency. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.8. This project will be installed, and will show a savings, in FY2001.

Impact if not provided: Continued use of large inefficient furnaces would have resulted in unwanted contributions towards an ozone non-attainment status for Oklahoma County. Also, delays in the parts maintenance cycle would have continued.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0008 Replacement CNC Double Column Machining Center	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Computer Numerically Controlled (CNC) Double Column Machining Center	**1**	**1100**	**1100**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

The machine shop had 14 various milling machines that were operated for a number of small component parts. Two milling machines had been turned in. The remaining individual machine configurations and capabilities were not all up and running at the same time. The computer-numerically-controlled (CNC) double column machining center was used to support the manufacturing of large structural parts. The benefits of this project were that the machining center would continue to produce small parts (less than 4 feet) and allow more capability for large parts (raw-stock up to 12 feet long). The project would require fewer machines, leading to savings between operations, greater cost-efficiency, labor savings, and an increase in throughput. The new machines also had energy savings and safety features. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA met the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 1.4 for this project. This project is expected to be installed and savings to begin in November 2000.

Impact if not provided: This project is used to service all workloads from the F-15, F-16, C-130, F-4, and A-10 aircraft. The workload for large components dealing with the aircraft listed had to be contracted out if the workload required manufacturing parts greater than 4 feet long. Increased backlogs, increased cost, and diminished capability will force customers to seek other sources of supply.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0009 Hot Forming Press	Replacement	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Hot Forming Press	**1**	**2000**	**2000**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

The hot bed press at WR-ALC is used in the hot forming process of exotic alloys such as titanium and inconel sheet parts. The press uses heat to form alloys to a state of plastic deformation, while maintaining its metallurgical characteristics. The existing press was procured in CY1979 and has operated between 40–80 hours per week since then. The control system is very unstable, causing periods of down time. The extreme temperatures experienced over the past twenty years have caused the tool mounting surfaces (platens) to warp. This is the only machine in the WR-ALC inventory that is capable of hot forming titanium and inconel parts. This particular forming process was required to produce aircraft structural sub-components by first heating the parts, and then forming them on a punch/die combination. The sheet metal manufacturing shop (WR-ALC/TINMS) currently utilizes the press for the production of C-141, C-130, F-15 and C-5 sub-components. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051). A savings to investment ratio of 1.2 was projected. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2001.

Impact if not funded: WR-ALC would have lost the capability to hot form critical aircraft parts. This capability is critical to WR-ALC's production support of C-141, C-130, F-15 and C-5 sub-components and the Air Force mission.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0010 Replacement A700 DATSA Computer Rehost	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
A700 DATSA Computer Rehost	1	1000	1000	0	0	0	0	0	0

Narrative Justification

Project replaces Hewlett Packard (HP) A700 computers of the N1B depot automatic test station for avionics (DATSA) with personal computers. Presently, all B1 shop replaceable unit (SRU) test program sets (TPS) are tested on a DATSA, using the HP1000 A700 computer. An economic analysis (EA) was prepared by OC-ALC and was certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.7 for the project. Due to this low ratio, a vital mission memo was submitted by OC-ALC and is retained on file in HQ AFMC/LGPE. This project was completed by two contracts, one for $774K to purchase equipment upgrades and one for $226K for development. The total cost is the budgeted $1M. This project provides necessary upgrade of hardware to support the re-host of test program sets (TPS) provided by "VXI Rehost" (E9901) project. These projects are dependent upon one another for a complete and successful re-host of TPS used to test shop replaceable units (SRU) for the B1 weapon system. This equipment will be installed and production ready in September 2001.

Impact if not provided: Continued use of an obsolete and non-supportable HP 1000 A700 computer, and eventual loss of B1 SRU test capability. Hewlett Packard will not be able to service the A700 past FY2002, and no other commercial substitutes or spares are available. In order to continue testing B1 SRU on the DATSA, the computer must be modernized.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0101 Replacement LFIC / RFIC Test Console	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Low Frequency Instrumentation Console/Radio Frequency Instrumentation Control	0	0	0	1	5500	5500	1	18300	18300

Narrative Justification

The purpose of this multi-phase project is to provide replacement test low frequency instrument control (LFIC)/radio frequency instrumentation control (RFIC) capability for the MK12A/MK21 aerospace vehicular equipment (AVE). The LFIC/RFIC with interface adapter units (IAU) provides the connections, environmental stimuli, measurements and disconnections necessary to check out and test the MK12A/MK21 AVE low frequency components. A test control system (TCS) is used with the LFIC or the RFIC to direct the tasks accomplished. The LFIC/RFIC system consists of seven consoles. The old configuration being replaced was procured in the late 1970's and the hardware technology is rapidly becoming obsolete. Some of the components cannot be procured to keep the unit operational. With state-of-the-art technology, replacement LFIC/RFICs will be more reliable, easier to calibrate and align, and parts supportable. An economic analysis (EA) was prepared by OO-ALC, and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 0.4 for this project. Due to this low ratio, HQ AFMC/LGPE retains a vital mission memo on file. The phasing of this project over the multi-year period is due to the large cost for implementation. This project will be installed and show a savings in January 2004.

Impact if not provided: The aging and surveillance test used to determine aging effects on different components and the service star tests used to determine reliability of the reentry vehicle (RV) itself will be terminated at the point when the current LFIC/RFIC components can no longer be repaired. The Air Force cannot ensure a predictable outcome to its reentry systems without these tests to gauge the aging trends and current reliability of all RV components. Depot repair production will halt without this testing capability, and field support will no longer be possible. The exact points at which this will occur cannot be determined. Due to mission essential nature of the LFIC/RFIC, funding must be made available to plan for this contingency and avert a totally unacceptable mission failure.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0102 Plasma Spray Systems	Replacement	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Plasma Spray Systems	**0**	**0**	**0**	**10**	**383**	**3830**	**0**	**0**	**0**

Narrative Justification

The purpose of this multi-year project is to replace fifteen (total) manual and semi-automated plasma spray systems. The phasing in of this equipment will minimize any impact to production flow. The proposed project will replace ten units in FY2001 and replace five units in FY2003. The existing system consists of several different models and series. The new systems will consist of a single model type that provides the needed configuration control to reduce process errors. The plasma spray process is used to apply coatings tailored to specific jet engine parts on every type of jet engine repaired at OC-ALC. Configuration to a single model to eliminate multiple operator interfaces will eliminate errors identified to a Class A mishap. An economic analysis (EA) was prepared by OC-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects in FY2001 a projected saving to investment ratio of 4.4 and in FY2003 a projected SIR of 4.5 for this project. Phase 1 of this project will install and be ready for production in July 2001. Phase 2 will become production ready in July 2003.

Impact if not provided: Continued risk associated with errors and process variations that affect the quality of the parts produced. These errors, if undetected, could result in another Class A mishap.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0103 Benchtop R/A Tester	Replacement	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Benchtop Reconfigurable Automatic Tester	**0**	**0**	**0**	**1**	**3000**	**3000**	**1**	**1197**	**1197**

Narrative Justification

The purpose of this multi-phase project is to purchase benchtop reconfigurable automatic testers (BRAT) and rehost the test program sets from the multifunction avionics test set (MADTS) to the BRAT tester. The MADTS is the automatic test and operational platform that enables repair of nearly fifty circuit cards, supplies power to shop repair units (SRU) which comprise the bulk of four line repairable units (LRU), and is critical to F-15 aircraft flight. The MADTS was designed in the early 1970s and the first tester was delivered to SM-ALC about 1975. There are three MADTS testers. One tester is not operational and is used as a source of parts to keep the other two testers operating. Many of the component parts are not available. The testers fail frequently and require extensive efforts to make repairs. The yearly direct labor cost to maintain the stands is $93,048. There are 2025 hours of production backlogged and waiting because of test stand breakdowns. These three test stations are the only testers capable of testing this F-15 workload. There aren't any contracting sources capable of doing this workload. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 1.2 for the project. The $3M required the first year is to cover the cost of technical orders, blueprints, and paperwork required for the tester. Once this cost is paid, the following testers cost is only for the hardware and software required to make the tester functional. This project is expected to be installed and savings to begin in December 2000.

Impact if not provided: The cost of operation will increase until the test stands eventually fail and cannot be repaired. At that point non-mission capable incidents will stack up and the F-15 aircraft will be grounded.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0104 IOE Corrosion Control	Environmental Compliance	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
IOE Corrosion Control FY2001 MILCON Facility	**0**	**0**	**0**	**1**	**11400**	**11400**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to provide all required initial outfitting equipment (IOE) to allow full operation of the military construction (MILCON) project, Aircraft Corrosion Control Facility. The project will include four each aerial four-axis mechanized work-stands and a chemical distribution system to incorporate state-of-the-art paint technologies into this Aircraft Corrosion Control Facility. This project is critical for allowing all programmed large aircraft (e.g. B-1B, B-52, all –135 models, E-3, E-6) to fit into a hangar, be stripped and painted, while meeting the regulatory requirements of the Clean Air Act. An economic analysis (EA) was prepared by OC-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 5.4 for the project. The equipment will be production ready in May 2002.

Impact if not provided: A corrosion control facility will exist without the required equipment for proper corrosion control surface preparation as justified in the MILCON budget. Without this equipment, corrosion control surface preparation workload will need to be deferred or contracted to an outside source.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0105 Environmental Compliance IOE C-130 Corrosion Control	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
C-130 Corrosion Control Equipment	0	0	0	1	10200	10200	0	0	0

Narrative Justification

The purpose of this project is to provide wash, strip and paint capabilities for the C-130 aircraft. The stripping process will be plastic media blast (PMB). The proposed project is to support the equipment needs relative to a FY2001 military construction (MILCON) facility budgeted at $16.5 million, with the design/build contract award expected in February 2001. Specifically the project equipment includes: ten hose PMB system equipment, blast pots, classification system, recovery system, etc. The aircraft wash equipment will be high pressure with hot/cold water capability and a wash water collection/recycle system to reclaim and reuse the rinse water. The project will also include compressor room equipment for both shop air and breathing air. The project pumping/delivery system will be installed in the paint hangar. This project will eliminate current safety and environmental problems. An economic analysis (EA) was prepared by OO-ALC/FMC (DSN 777-1227) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 1.5 for the project. This project is expected to be installed and savings to begin in April 2003.

Impact if not provided: OO-ALC's C-130 corrosion control military construction facility costing $16.5 million will be non-functional. Furthermore, OO-ALC will have to continue contracting out a portion of our paint and strip workload on C-130s and will be unable to perform assigned workload organically. Contracted stripping is accomplished by chemical paint stripping, which generates thousands of gallons of contaminated hazardous waste, air emissions and wastewater. This translates to a higher cost for the affected division, and the division loses control of the schedule on the aircraft that are worked by contract.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0106 Replacement Automatic Depot Test Station	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Automatic Depot Test Station (ADTS)	0	0	0	1	2000	2000	0	0	0

Narrative Justification

The purpose of this project is to purchase and install a benchtop reconfigurable test station (BRAT) to replace an automatic depot test station (ADTS) that was shipped from SM-ALC to OO-ALC as government furnished equipment to support the competition workload. This unit was down for repairs 75% of the time at McClellan AFB. Long time supportability is dependent upon availability of ADTS test components turned in to supply when other units are upgraded. Almost all ADTS testers in the Air Force inventory are being upgraded to VXI platforms. The ADTS workload consists of 17 national stock numbers, approximately 700 units tested per quarter that support the F-15 program, and internally routed work from our own shops. A request for equitable adjustment was processed to hire Honeywell to repair the tester. Honeywell was not able to repair the test station and PMEL condemned the test station. The yearly cost to repair the ADTS is $161,251. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 0.0 for the project. A vital mission memo was submitted by OO-ALC and retained on file by HQ AFMC/LGPE. This project is expected to be installed and savings to begin in February 2001.

Impact if not provided: The current work around is to use another repair shop's ADTS on weekends and down Fridays. However, soon that station will be upgraded, and once the upgrade is completed the access to that source will disappear. Shop replacement units (SRU) in supply have been the means by which some work was able to be accomplished thus far. However, we have nearly depleted the pipeline. When the pipeline is depleted, the F-15 aircraft will be grounded.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0107 Replacement Multi Function Tester Rehost	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Multi Function Tester Rehost	**0**	**0**	**0**	**1**	**3500**	**3500**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to rehost the 65 AAQ-13/14/15/17/18 infrared detection systems test program sets (TPS) currently executed on the multifunction tester to the AIM-7 tester. The January 1999 report from Raytheon Systems Company cites the computer in the multifunction tester as the "life ending item" for the tester. The computer is obsolete and the software is proprietary. There is not a computer available that would function without the software being rewritten in a new language. In addition to the computer, most of the other test replaceable units (TRU) in the multifunction tester are also obsolete and vendor support is becoming costlier and harder to arrange. Continued dependency on this tester and the obsolete TRU will result in longer and more frequent station down time, which will slow the production of the supported items. The low altitude navigation and targeting infrared for night (LANTIRN) AAQ14 roll section is supported by the multifunction tester and is consistently in the WR-ALC depot maintenance avionics production's top three non-mission capable units reported. The Special Operation Force (SOF) requirements are also low quantity but high priority requirements. Due to the obsolescence of the TRU contained in the multifunction tester, life expectancy is not anticipated past 2005. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.0 for this project. Due to this low ratio, a vital mission memo was submitted by WR-ALC and retained on file in HQ AFMC/LGPE. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2003.

Impact if not provided: A terminal failure of the multifunction tester will result in non-support for the LANTIRN AAQ13/14 navigation and targeting pods and the SOF AAQ15/17/18 infrared detection systems.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0108 Replacement Nose Radome Electronic Test System	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Nose Radome Electronic Test System (NRETS)	**0**	**0**	**0**	**2**	**1050**	**2100**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to provide a replacement test capability for radomes through the projected program life expectancy of FY2020. The F-16 avionics intermediate shop (AIS) uses the nose radome electronic test system (NRETS) to test and calibrate the F-16 Nose Radome in the repair process. The proposed project will replace the existing automatic test equipment (ATE) and test program sets (TPS) on the two each NRETS. Current ATE supporting the NRETS are obsolete and extremely difficult to support. The NRETS are 80-90% non-supportable with existing hardware and operational software. An economic analysis (EA) was prepared by OO-ALC/FMC (DSN 777-1227) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 1.0 for this project. This project is expected to be installed and savings to begin in January 2001.

Impact if not provided: The F-16 aircraft becomes non-supportable and non-mission capable by FY2002. Without the replacement of these test systems, the F-16 will begin to suffer mission capability impacts. This would lead to F-16 aircraft left on the flight line, in all conditions, for months at a time. Personnel are presently working overtime, causing an added cost to sales rates and shift costs. The overtime has been caused from one of the two test sets becoming non-supportable for long periods of time. Presently the AIS shop capacity cannot satisfy peacetime demands; there is no capability to meet a wartime surge. If funding is not provided, OO-ALC will continue to suffer with overtime issues and non-supportability of aircraft

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0109 Replacement High Speed Blade Tip Grinding Machine	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
High Speed Blade Tip Grinding Machine	0	0	0	1	2600	2600	0	0	0

Narrative Justification

The purpose of this project is the replacement of an older model high speed blade tip grinding machine that is no longer functional and cannot be economically repaired/refurbished to current safety and health standards. The machine grinds rotor blade tips for F101, F110, and F108 engines. An economic analysis (EA) was prepared by OC-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 0.7 for the project. Due to this low ratio, a vital mission memo was submitted by OC-ALC and is retained on file in HQ AFMC/LGPE. The equipment will be installed and production ready November 2002.

Impact if not provided: An out-of-service condition for an extended period will impact the capability to grind rotor blade tips for the weapon systems supported. The Air Force would not have organic capacity to perform the rotor blade tip grinding operation, especially in a surge environment. Failure to insure sufficient redundancy for this operation will lead to non-mission capability. The weapon systems supported are the B-1B, F-16A/B/C/D, F-14D, KC-135R, E-6A, B-2A and U-2 weapon systems.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0110 Replacement TEWS Intermediate Support System	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
TEWS Intermediate Support System	0	0	0	1	5800	5800	0	0	0

Narrative Justification

The purpose of this project is to replace three obsolete, non-supported tactical electronic warfare systems (TEWS) intermediate test stations with a single TEWS intermediate support system (TISS). The new station will replace the original 1950's technology equipment with the latest state-of-the-art technology that provides more reliability, supportability, maintainability, capability, and flexibility than the current test system. This automatic test equipment is required for final testing of the radar warning sets and the countermeasures sets on the F-15 aircraft to technical order specifications. Through simulation modeling, it was determined that backorders will climb by approximately six line-replaceable-units (LRU) per month without continuous use of overtime. However, with an additional TISS, the backorders can be reduced to manageable levels by FY2002. The time required to obtain the TISS is 15 to 18 months. The current situation is that 98% of the instrumentation are no longer available or produced commercially. The existing stations were evaluated by the F-15 SPO and the determination was made they should have been replaced years ago. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.0 for this project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be July 2003.

Impact if not provided: The F-15 aircraft mission and the electronic warfare avionics workload will be impacted. Without funding to replace the stations, the repair and testing capability of the F-15, electronic warfare avionics LRU will continue to be hampered. The LRU repair shop will continue to work overtime while the backlog of in-shop LRU requiring repair will continue to increase. The USAF will continue to witness increased non-mission capable backorders and experience increasing Board of Advisors (BOA) priority requisitions against the F-15.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0111 Productivity Reconfigurable Tooling System	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Reconfigurable Tooling System	**0**	**0**	**0**	**1**	**1250**	**1250**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to provide a fully integrated reconfigurable tooling system that will replace the requirement for the set dies and form blocks. WR-ALC manufactures aluminum aircraft skins, doublers, and other miscellaneous aircraft parts using a process known as stretch of "drape" forming for multiple aircraft types, such as the C-5, C-130, C-141, F-15, H-53, and for Defense Logistic Agency (DLA). The process uses a die or form block, which is shaped to match the contour of the required parts. The aluminum skin is stretched, and then "draped" over the die, resulting in a complete part. The system uses several thousand computer-numerally-controlled (CNC) pins, which are used to duplicate the contour of the required die or form block. Change-over from part to part requires minutes compared to hours for the current process. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.5 for this project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2002.

Impact if not provided: WR-ALC operation will continued to use hard tooling, dies and form blocks that would result in high tooling and production costs. These tools are very large and require several hours for setup of each production run. WR-ALC would be required to maintain the current inventory of these dies. To further complicate issues, some dies are seldom used but must be maintained in storage until such time that a requirement is generated. As the aircraft ages, the amount of seldom used dies increases. In addition, there would be the continued accrual of such dies requiring necessary storage space.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0112 Drop Bottom Furnace	Replacement	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Drop Bottom Furnace	**0**	**0**	**0**	**1**	**1100**	**1100**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to provide a new, computerized drop bottom furnace that will closely monitor the heat treatment process. The control and increased size capability eliminates most wrinkling and proves a reliable source of heat treatment. The sheet metal manufacturing shop produces thousands of parts each year in support of the C-130, C-141, C-5 and F-15 weapon systems. Most of these parts are made of aluminum and require processing on the existing drop bottom furnace. The existing machine is 15 years old and accumulates a significant amount of downtime each year. In addition, the furnace is too small for some of the larger parts, causing severe warping in the parts since they must be coiled or bent in order to fit into the chamber. The damage caused by warping is removed by handwork during secondary forming operations in the sheet metal shop. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.5 for this project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2002.

Impact if not provided: WR-ALC will continue using overtime to meet production requirements. In addition, significant amounts of rework will be required to eliminate warping of parts during the heat treatment process. Approval of the project will provide a reliable source for heat treatment that would greatly compliment the existing heat treatment equipment

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0113 Replacement C/KC-135 Circuit Analyzer	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Circuit Analyzer for C/KC-135 Weapon System	**0**	**0**	**0**	**2**	**481**	**962**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to purchase circuit analyzers that are used to perform operational checks on all aircraft electrical systems and circuits added or disturbed during programmed depot maintenance (PDM) in accordance with FY1999 C/KC-135 aircraft work specifications. The project will provide the capability to perform thousands of multiple and sequential computed diagnostic tests simultaneously. They generate reports and graphics about the conditions, locations and the problems discovered. Benefits are an increase in efficiency, supports new technology, replacement parts are available, and it can be upgraded to meet future requirements. An economic analysis (EA) was prepared by OC-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.0 for the project. Due to this low ratio, a vital mission memo was submitted by OC-ALC and is retained on file in HQ AFMC/LGPE. The equipment will be installed and production ready in November 2001.

Impact if not provided: Increased failure of test equipment, costly workarounds, risk of damaging very high cost internal aircraft systems, and delays in the C/KC-135 PDM schedule. Complete failure of this test equipment would require workers to perform hand checks providing less accurate results. Borrowing existing units from other weapon systems is not feasible, since are all in need of replacement. Sharing analyzers causes delays and work stoppages on multiple weapon systems due to workload increases.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0201 Digital Test Stands	Replacement	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Digital Test Stands	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10000**	**10000**

Narrative Justification

The purpose of this multi-year project is to replace the existing digital automatic test equipment (ATE) and test program sets (TPS). The digital ATE are used to test digital voltages, patterns, sequences, and other peculiar test capabilities such as digital word simulation for the shop replacement units (SRU) that are removed from F-16, F-15, C141, F-4, and B-1B aircraft. The proposed project is a multi-year program (FY2002 ~ $10M, FY2003 ~ $10M, FY-2004 $10M) that will provide 12 units at $2.5 million each, totaling $30 million. Current test stations (e.g. H3500, H2600, TI-960, HP-ATS-D01, HP-ATS-E56, DATSA, GENRAD, and PK-1000) supporting the digital workloads are obsolete and extremely difficult to support. The digital test stands are down for repairs frequently, and are becoming increasingly non-supportable because of existing hardware components and subsequent operational software impacts. An economic analysis (EA) was prepared by OO-ALC/FMC (DSN: 777-1227) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 1.9 for the project. As the equipment is upgraded, a saving will result and will increase as the upgrade nears completion in FY2003.

Impact if not provided: The current digital test stand capability has become marginal due to increasing non-supportability of existing hardware components and subsequent operational software impacts. As the spares pipeline becomes exhausted, the SRU tested by the obsolete equipment will reflect higher non-mission capable incidents and eventually the F-16, F-15, C-141, F-4 and B-1 aircraft will become non-supportable.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0202 Replacement Fire Control RADAR Antenna	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Fire Control RADAR Antenna Test System (FCRATS)	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4200**	**4200**

Narrative Justification

The purpose of this project is to provide a replacement capability for the fire control radar antenna test system (FCRATS), which tests and calibrates antennas as part of the repair process, through the projected program life expectancy of FY2020. Two phases will be necessary to replace or refurbish the FCRATS ranges, support automatic test equipment (ATE) and rehost test program sets (TPS) on the respective stations. Parts obsolescence and insufficient spares are resulting in cannibalization and reduced mean time between failures (MTBF) as the equipment ages. The present situation is one operable FCRATS. The repair facility has tried to continue satisfying demands by overtime and multiple shifts; however, the backlog of antennas requiring test is growing along with the number of non-mission capable incidents, awaiting parts for these end items. Each of the systems and the support ATE needs to be refurbished or replaced with the TPS rehosted, to provide the repair facility with the original capacity provided. Present shop's capacity cannot satisfy peacetime demand and there is no capability to meet a wartime surge. An economic analysis (EA) was prepared OO-ALC/FMC (DSN: 777-1227) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 1.54 for this project. This first phase of the project is expected to be installed and savings to begin in May 2003, and second phase in May 2004 with additional savings.

Impact if not provided: Antenna backlogs awaiting testing will grow, non-mission capable incidents will increase, and the repair facility will continue working overtime. The F-16 aircraft becomes non-supportable and non-mission capable by FY2002 when the remaining system is projected to fail, thus becoming insupportable to test antennas.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0203 Replacement Automatic Shot Peening Systems	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Automatic Shot Peening Systems	0	0	0	0	0	0	3	460	1383

Narrative Justification

The purpose of this multi-year project is to replace five (total) manual shot peening systems with automatic systems. The FY2002 project will replace three units at $1.4M, and the FY2003 project will replace two units at $.9M. This is a per unit cost or $461K. Shot peening is used to induce compressive stresses via the impact of tiny steel shot on the metal surface. Lance peening is used to relieve the internal component stresses on the inner dovetail cavity on the F110 fan stage disks or to repair fretted surfaces in the dovetail slots. The manual equipment is not capable of meeting the technical order or International Organization for Standardization (ISO) 9002 certification, which requires the use of computer-numerically-controlled (CNC) equipment. There is only one method possible to accomplish the objective; therefore a waiver to economic analysis was requested and deemed appropriate by HQ AFMC/FMPC, (DSN 787-3820). The simulation model reflects a 50% reduction in flow-time. It also shows that this replacement will provide adequate capacity for increased workload. A vital mission memo was submitted by OC-ALC and is retained on file in HQ AFMC/LGPE. This equipment will become operational in July 2002 with the final phase installed and production ready in July 2003.

Impact if not provided: OC-ALC will be unable to comply with Aerospace Material Specification 2432, referenced by ISO 9002 requirements and the technical order 2J-F110-3-6. These directives and changes to process mandate the use of CNC equipment. Failure to acquire this equipment will impact OC-ALC's capability to perform the shot peening process in accordance with the weapon systems stress tolerances. Weapon systems supported are the B-1B, F-16A/B/C/D, KC-135, F-14D, B-52, and E-3. Delay in performing this process has potential for grounding aircraft.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0204 Paint Booth Insert	Productivity	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Paint Booth Insert	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5000**	**5000**

Narrative Justification

The purpose of this project is to convert an existing aircraft hangar into a paint hangar by installing a self-contained, slide-in paint booth module. With the current method of painting and de-painting in the same facility, quality of painting operations is compromised. The de-paint method uses bicarbonate of soda to blast away the old paint. This soda particulates as the water evaporates from the de-painting solution, causing contamination in the hangar. While the aircraft is washed after this operation, some residue always remains and compromises paint quality. With the increased workload scheduled over the next several years, it will be impossible to handle all paint/de-paint operations without this additional facility, thereby causing outsourcing of critical paint operations that could be accomplished in-house at lower cost. The paint quality and longevity is greatly affected due to contamination of paint from the de-paint process. The existing workload schedule is at its limits and the currently process causes production problems in the paint/de-paint operations. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 3.0 for this project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be July 2004.

Impact if not provided: Current process and increased workload is causing production problem in paint and de-paint operation. Paint quality and longevity is negatively impacted due to contamination of paint from de-paint process in support of the C-130.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0205 B-1B CASS Bldg 240	Productivity	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
B-1B Centralized Aircraft Support System (CASS) Bldg 240	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1960**	**3920**

Narrative Justification

The purpose of this project is to provide two moveable centralized aircraft support system (CASS) to support the two B-1B aircraft ramp locations. The project provides all utility requirements for the B-1B aircraft from a location adjacent to the aircraft. The increase in B-1B workload will increase flow time by 45%, necessitating the addition of additional dock space in building 240. The control system will be housed in a small portable shelter. An economic analysis (EA) was prepared by OC-ALC (22 Mar 00) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.1 for this project. Although this project is not recommended by the EA we believe it is worth accomplishing. The benefits of using the CASS are: single operator, computer controlled operation, reduced number of pieces of equipment required on the ramp, and elimination of diesel powered ground support equipment at the ramp locations. Due to this low ratio, a vital mission memo was submitted by OC-ALC and retained on file in HQ AFMC/LGPE. This project provides like equipment as the other B-1B CASS projects, E0004/E0208, but located at a different ramp location. This project carries a greater cost than the B-1B Ramp CASS project because part of the support equipment is not in place. This location does not have chillers, hydraulic ground units, or avionics air liquid cooling systems that existed at the other ramp location. The equipment will be production ready in January 2003.

Impact if not provided: OC-ALC will have to continue to use and maintain diesel power ground support equipment that is inefficient and obsolete. The current configuration of support equipment for the B-1B requires more space and personnel than needed, thus adding additional depot maintenance costs.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0206 Replacement Electro Optical Work Center (EOWC)	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Electro Optical Work Center (EOWC)	0	0	0	0	0	0	1	3250	3250

Narrative Justification

The purpose of this project is to replace the low altitude navigation and targeting infrared for night (LANTIRN) electro optical work center (EOWC) tester with a new generation electro optical test station. The Northrop Grumman electro optical module with the integrated family of test equipment are approved Department of Defense automatic test sets that are capable of performing LANTIRN tests. The LANTIRN EOWC is a tester designed and built specifically for depot level repair and testing of the LANTIRN roll assembly and nose section equipment support assembly (NSESA). The EOWC is early 1980s technology and is controlled by two Lockheed Martin (LM) designed and built generic bus interface cards (GBIC). The GBIC are designed specifically for the EOWC and the three related laser testers in the LANTIRN area. The GBIC have suffered more frequent failures as their age has increased. LM is the only demonstrated source of repair for the GBIC. LM has indicated a limited supply of parts and an increased repair cost and duration for each required repair. In addition to the GBIC, the reliability and maintainability study performed by Diagnostic Manufacturing Engineering Corporation (DME) and ARINC Inc. cited fifty obsolete test replaceable units (TRU) in the EOWC. These items will also become increasingly difficult and expensive to maintain. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.1 for this project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be July 2004.

Impact if not provided: Eventual loss of the EOWC tester in the LANTIRN depot would result in decreased mission capable rate for the using wings. The LANTIRN roll assembly and NSESA are consistently in the top three avionics production division (WR-ALC/ LYP) non-mission capable backorders. Based on the current level of support for the TRU contained in the EOWC, the life expectancy of the EOWC is not predicted past 2005.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0207 Replacement 7600 Ton Elastomer Pad Press	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
7600 Ton Elastomer Pad Press	0	0	0	0	0	0	1	2400	2400

Narrative Justification

The purpose of this project is to purchase and install one 7600-ton elastoforming rubber pad press to replace one 1983 model 1000-ton Williams-White manufactured rubber pad. The new elastomer press will have controlled forming pressures between 300 pounds per square inch (psi) and 11,000 psi. It will feature computer-numerically-controlled programmed forming cycles and will incorporate quick-change, inexpensive, multi-layer polyurethane pads totaling 18" thickness. This project includes disassembly and removal of the existing press. Current shop forming records indicate 23% of the shop's earned hours per year are from rubber pad press type jobs. The Williams-White rubber pad press produces about 7400 parts per year at an annual labor cost of $757,000. The new rubber pad press will reduce the labor cost to produce the same parts by an estimated 33%, for an annual cost of $500,000. Downtime cost and repair charges average $9,000 per year, including amortized rubber pad replacement cost. Failure to procure this item will result in unrealized annual savings of $266,000 per year. An economic analysis (EA) was prepared by OC-ALC (3 May 99/updated 3 Mar 00) and was certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.5 for this project. Due to this low ratio, a vital mission memo was submitted by OC-ALC and retained on file in HQ AFMC/LGPE. The equipment will be installed and production ready in March 2003.

Impact if not provided: Continued degradation of the machine's performance, and an increase in material scrap due to poorly formed sheet metal parts from the reduced forming pressure capability. Due to the age of the existing machine, there is also risk of finally losing the ability to form parts when a component fails for which there are no longer replacement parts available. This capability resides in the sheet metal manufacturing shop supporting B-52, C-135, E-3 and B-1B airframes.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0208 Ramp CASS Bldg 2122	Productivity	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Ramp Centralized Aircraft Support System (CASS) Bldg 2122	0	0	0	0	0	0	2	1250	2500

Narrative Justification

The purpose of this project is to provide two moveable centralized aircraft support system (CASS) to support three B-1B aircraft ramp locations. CASS provides all utility requirements for the B-1B aircraft from a location adjacent to the aircraft. Control system will be housed in a small portable shelter. An economic analysis (EA) was prepared by OC-ALC (26 March 99/updated 22 March 00) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.2 for this project. Although this project is not recommended by the EA, we believe it is worth accomplishing. Due to this low ratio, a vital mission memo was submitted by OC-ALC and retained on file in HQ AFMC/LGPE. The equipment will be installed and production ready in January 2003. This project provides like equipment as B-1B CASS project, E0004/E0205, that will be used for a different ramp location.

Impact if not provided: Diesel powered ground support equipment (GSE) will be used, requiring additional operating personnel. Additional GSE may be required due to equipment demand by both B-1B and other weapon systems. The benefits of using the CASS, such as single operator, computer controlled operation, reduced number of pieces of equipment required on the ramp and elimination of diesel powered GSE at the ramp locations, will not be achieved.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0209 Replacement FACT Electrical Interconnecting	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Flexible Automatic Circuit Tester (FACT) Electrical Cable-Interconnecting	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1050**	**2100**

Narrative Justification

The purpose of this project is to replace and upgrade the previous configurations of the flexible automatic circuit tester (FACT) II F4100 required to sustain a test/repair capability used to test and fault isolation chassis for multiple weapon systems as part of the repair process. This sustainment effort or upgrade will allow us to retain our existing test capability while improving our repair support capability because of improved station reliability/maintainability. The proposed project will replace the existing test stations with two test stations, updating the documentation and rehosting the present test program sets on the two replacement test stations. The FACT II F4100 stations are obsolete and extremely difficult to support. The hardware, including the Digital Equipment Corporation computer and serial printers, are 80-90% non-supportable, with resulting hardware and subsequent operational software impacts. The A-10, B-52, C-5A, C-141, F4 AND F-16 aircraft become non-supportable and non-mission capable by FY 2003. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 4.7 for this project. This project is expected to be installed and savings to begin in November 2002.

Impact if not provided: The A-10, B-52, C-5A, C-141, F-4 and F-16 aircraft become non-supportable and non-mission capable by CY2003, because of new configurations to the flexible automatic circuit boards.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0210 Productivity Engine Nacelle Ground Trailer	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Engine Nacelle Ground Trailer	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**190**	**1520**

Narrative Justification

The purpose of this project is to purchase eight engine nacelle ground handling trailers and install steel plates in the hangar floor of six docks. The proposed project will provide the required smooth, level surface for the engine nacelle ground handling trailer air bearings to move on in accordance with technical order 35D3-7-9-1. Six docks of this floor leveling system are required to accommodate nacelle/wing removal workload into the B-1B aircraft programmed depot maintenance (PDM) schedule and will be accomplished simultaneously with the B-1B aircraft wing pivot bearings removal/change out. Before the wings can be removed, the engine nacelles will have to be removed. Two trailers are required per aircraft and will be used to store the nacelle during wing removal and wing pivot bearing replacement. This equipment will be used simultaneously with the removal stands, identified in the B-1B Wing Removal Stand Set project E5207, to accomplish PDM and the replacement of wing pivot bearings on the B-1B weapon system. There is no other way to accomplish this process; therefore, a waiver to an economic analysis was requested and deemed appropriate by HQ AFMC/FMPC (DSN 787-3820). The simulation model shows that four sets of this type equipment are necessary to support the workload. A vital mission memo was submitted by OC-ALC and is retained on file in HQ AFMC/LGPE. The equipment will be installed and production ready in June 2003.

Impact if not provided: Without nacelle ground handling trailers, the wing pivot bearing inspection and replacement cannot be accomplished. B-1B aircraft fleet will not be able to perform a full flight profile and will be limited to wings-forward operation only beginning July 2003. This limits the aircraft to 300-350 knots maximum.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0211 Productivity Bake, Fill & Evacuate Test Stand	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Bake, Fill & Evacuate Test Stand	0	0	0	0	0	0	3	405	1215

Narrative Justification

The purpose of this project is to purchase bake/fill and evacuate (BFE) test stands used in support of the dual mode/radar transmitter workloads for the F-16 and B-1 aircraft. This project provides a BFE test stand capability for the AN/APT-68 dual mode transmitter, the AN/APQ-164 radar transmitter, and the AN/APQ-164 radar transmitter units. The units are placed under vacuum, baked to remove moisture induced from ambient air, and refilled with sulfur hexaflouride to prevent arcing under normal high voltage operating conditions. The same process is also used for the AN/APG-66 pressure vessel assembly, which requires the same process. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 4.3 for this project. This project is expected to be installed and savings to begin in January 2003.

Impact if not provided: The depot repair shop will continue to experience work flow problems. The current capability cannot adequately support all three workloads due to the time length required for the bake, fill and evacuate process. This is resulting in additional non-mission capable units for the F-16 and B-1B programs. The shop is building a backlog of end items requiring the BFE process. Additional shifts and overtime have helped to reduce the backlog. However, contributing to the workflow problems and end item backlog growth is downtime of the one remaining serviceable station for periodic maintenance. The shop cannot satisfy present peacetime requirements, and there is no wartime surge capability with the stations in their present condition.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0212 Productivity F110 Engine Run / Mount Kit	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
F110 Engine Run / Mount Kit	0	0	0	0	0	0	1	1220	1220

Narrative Justification

The purpose of this project is to provide the equipment needed to conduct F110-GE-100 and F110-GE-129 engine-run tests in the building 33 engine test cell. The run kit consists of a fuel tank, support rails, a test cap, and cables. It enables the test cell control room to be configured with the instrumentation to be able to functionally test the GE110-100/129 engines. This equipment is essential to supporting OO-ALC's F-16 programmed depot maintenance engine workload requirements. The GE 110 run kit allows inspection of the engine outside the plane, which allows for testing of operational thrust as well as checking for leaks or other exterior defects. This process is required for improvement in the production of the engine workload and the safety of pilots and aircraft. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.0 for this project. Due to this low ratio, a vital mission memo was submitted by OO-ALC and retained on file in HQ AFMC/LGPE. This project is expected to be installed and savings to begin in September 2003.

Impact if not provided: The depot's ability to meet customer expectations for timely aircraft delivery will be hindered. Continuing with current practice of on-airframe engine operational checks on the flight line, which is the last F-16 aircraft depot-level repair milestone, provides inadequate time to correct defects prior to the aircraft/missile maintenance report (AMREP) delivery date. Without this production improvement, it will be impossible to install the engine in the test cell thrust bed to test the engines completely. The present workaround that has the user using a tenant-owned run kit causes non-mission capable incidents, because their workload goes into the test cell ahead of our workload. Approximately 142 out of 305 F-16s input at OO-ALC/LAO for maintenance possess F110-GE-100/129 engines.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0213 Replacement 5 Axis CNC Universal Mach Center	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
5 Axis CNC Universal Mach Center	0	0	0	0	0	0	1	1700	1700

Narrative Justification

The purpose of this project is to provide the capability to manufacture and repair weapon system component parts having complex geometries. The machine will accommodate relatively large parts and replace three obsolete numerically controlled, horizontal milling machines. The five-axis contouring spindle, tool and part-probing, and automatic tool-changing capabilities will reduce manufacturing cost. An economic analysis (EA) was prepared by OC-ALC (14 Feb 00) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.3 for this project. The equipment will be installed and production ready in September 2002.

Impact if not provided: Parts can no longer be purchased for the 28-year-old equipment to be replaced. This results in the inability to manufacture replacement component parts for the B-1B, KC135, and B-52 in a timely manner. Lack of parts always carries the potential for grounding aircraft.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0214 Replacement GG-1111 ATE Test Station	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
GG-1111 ATE Test Station	0	0	0	0	0	0	1	1500	1500

Narrative Justification

The purpose of this project is to procure new instrument consoles for the automatic test equipment (ATE) GG-1111 Test System. This console will replace the original early 1980s technology equipment consoles. The replacements will have the latest state-of-the-art instrumentation. This will result in greater reliability, capability, flexibility, and availability of replacement parts. The ATE test station is required for final testing of navigational gyroscopes to specifications for F-5, F-15, RF4-C, T-38, C-130, C-141, KC135 and other weapon systems. New equipment is required for the following reasons: a) Current in-use console replacement and/or spare parts are no longer available. b) Electronics technology has improved greatly since the current system was designed and will provide instruments that are easier to use, more accurate, and more reliable. c) Many of the consoles have been out of service for long periods of time due to the lack of parts or suitable replacement instruments. d) Parts have been cannibalized from other inoperable units or units in storage to make a console operational. An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.1 for this project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be 30 September 2003.

Impact if not provided: The mission readiness posture will continue to deteriorate. Unless the requested updated instrument consoles are obtained, bottlenecks, backlogs, and work stoppages or missed schedules will result. The serious detrimental effect on gyroscope production would have the potential of grounding aircraft and missiles of several Department of Defense branches because of a lack of navigational gyroscopes. This project is vital for the accomplishment of the Air Force mission.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0215 Productivity Dry Media Blast De-painting System	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Dry Media Blast De-painting System	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**980**	**980**

Narrative Justification

The purpose of this project is to procure and install an automated off-airframe component dry media blast (DMB) system. The proposed project will include a blast booth, all associated DMB process equipment, all required fixturing, material handling systems and an automated blast nozzle manipulator system for off-airframe components for the F-16, C-130, A-10, and potential support for advanced composite workloads. The large number of off-airframe components de-painted requires OO-ALC to transport and process them at several different manual DMB facilities. Manual off-airframe component DMB de-painting requires close control of the nozzle standoff distance, orientation, and low-pressure, non-aggressive parameters to prevent damage to sensitive thin-skins and composite substrates. These requirements make the DMB process tedious and difficult for manual operators to accomplish, and is resulting in damage and the associated rework to thin-skinned and other sensitive components due to lack of control. To reduce damage, OO-ALC is using the robotic paint stripping cell (RPSC) automated full airframe facility for component workloads. This limits the number of full airframes that can be processed at that facility, reducing productivity. This project will automate the processing of off-airframe components and will free up the RPSC to allow the system to process more full airframes. An economic analysis (EA) was prepared and certified by OO-ALC/FMC (DSN 777-1227) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.2 for this project. This project is expected to be installed and savings to begin in November 2003.

Impact if not provided: Depot will have to continue using the RPSC and manual blasting of the off-airframe component workload in support of F-16, C-130, A-10, and potential support for advanced composite workloads. The RPSC would not be fully utilized for full airframe workloads. Further damage and associated rework cost would result to components of thin-skinned characteristics and other sensitive components due to the variability of the manual process

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0301 Productivity IOE Depot Plating Shop MILCON	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
IOE Depot Plating Shop MILCON	0	0	0	0	0	0	0	0	0

Narrative Justification

The purpose of this project is to replace plating equipment including process tanks, ventilation, environmental control equipment, electrical equipment, instrumentation and controls, lighting, pumps, piping, and corrosion resistant coatings for support structures. Deficiencies in the current plating shop processes will be corrected with modernization of the design concept, application of corrosion resistant materials, and installation of best available control technology. An economic analysis (EA) was prepared by OC-ALC (22 Feb 99) and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 6.6 with a payback of 4.1 years. This equipment will be installed and production ready in October 2005.

Impact if not provided: Accelerating deterioration of plating shop environment, systems malfunction, personnel safety and health risks, soil and ground water contamination occurrences, increasing cost for cleanup and remedial maintenance, interruption of the operation, and a delay in the delivery of parts. Regulatory action could result in the issuance of a Notice of Violation and fines assessed against the base. The failure to replace this equipment will impact the capability to perform borazon (nickel plating) and alodine (chrome plating) of large engine components for the B-1B, F-16, F-14, KC-135, E-6, B-2, U-2, F-111, C-135, B-52, C-141, E-3A, E-8 and E-15 weapon systems. This includes the F110-414 and TF33-414 jet engines.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0302 Replacement AN/ALM Module Test Sets	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
AN/ALM Module Test Sets	0	0	0	0	0	0	0	0	0

Narrative Justification

The purpose of this project is to replace/upgrade the depot AN/ALM-205/205A/205B analog module test sets to the latest state-of-the-art technology. The current test sets are early 1980s technology. They are obsolete, and it has become very difficult to maintain them in a serviceable condition due to their deteriorated condition and non-availability of replacement parts. The vendors for the subassemblies that make-up the test sets have discontinued production. The replacement parts to maintain the subassemblies are no longer readily procurable from any source. This means that the replacement parts, if procurable, require a long lead-time to procure them. These test sets will continue to age and become more difficult and expensive to maintain in a serviceable condition. The AN/ALM-205/205A/205B analog module test sets support the electronic warfare for numerous aircraft weapon systems (i.e., AN/ALE-40, AN/ALE-45, AN/ALQ-47, AN/ALQ-128, AN/ALQ-135, AN/ALQ-135C, AN/ALR-56A, AN/ALR-56C and AN/ALR-56M). An economic analysis (EA) was prepared by WR-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.1 for this project. The savings on this project will begin the year this equipment is installed and functional, which is anticipated to be July 2004.

Impact if not provided: Failure to procure/upgrade the AN/ALM-205A analog module test sets will negatively impact the mission of the avionics production division (WR-ALC/LYP) to support the electronic warfare for the aircraft weapon systems. The test sets will continue to hamper the repair of shop replacement units. The non-availability of the replacement parts to maintain the test sets will continue to cause production downtime. The downtime on the test sets will, in-turn, delay production of the shop replacement units to support the aircraft weapon systems. The shop replacement units production will continue to increase, requiring the production shop to work overtime to meet the demands of the customer. The Air Force will continue to witness an increase in non-mission capable backorders and spares priority release sequence requisitions against the F-15 Aircraft. The time to upgrade the analog module test sets is now. The lack of funding will adversely impact the Air Force's aircraft war readiness ability.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0303 Replacement Turbine/Compressor Shop CMM	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Coordinate Measuring Machines (CMM) for Turbine/Compressor Rotor Shop	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to replace three existing coordinate measuring machines (CMM) that are becoming difficult to maintain since the models are obsolete and the manufacturer's supply of spare parts is diminishing. The equipment is used to meet technical order requirements for dimensional inspection of tight tolerance jet engine rotating components. An economic analysis (EA) was prepared by OC-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.4 for this project. There is no alternative process for measuring most of the rotating components processed on the CMM. Due to a low ratio, a vital mission memo was submitted by OC-ALC and retained on file in HQ AFMC/LGPE. This equipment carries a slightly higher cost than like equipment in case repair shop CMM project, E0305. This is due to the additional technology, providing higher accuracy , required to inspect the tight tolerance of jet engine rotating components. This equipment will be installed and production ready in November 2004.

Impact if not provided: CMM dimensional inspection is critical to the repair process for critical components of all engines maintained at OC-ALC. Lack of CMM capability will create non-mission capable incidents.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0304 15 X 45 Autoclave	Replacement	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
15 X 45 Autoclave	0	0	0	0	0	0	0	0	0

Narrative Justification

The purpose of this project is to replace an existing 15 x 45 autoclave that is over 20 years old. The proposed project will replace a worn out capability that includes damaged cooling coils, faulty thermocouples and pressure transducers in the autoclave vessel (approximately 30% are operational). The existing heating and cooling coils are a composite of copper and stainless steel. During cooks above 450 degrees F, the expansion coefficients of the dissimilar metals allow glycol to leak into the atmosphere during the venting and cooling segments. The sheetmetal lining is damaged and the insulation has deteriorated to a point so that the exterior vessel temp exceeds the OSHA maximum temperature of 140 degrees F. The blower motor resistance of the field coils is three times the rating plate on the motor. The modification will increase the temperature of the autoclave 200 degrees with the purchase of new stainless steel heating and cooling coils, and also change out the existing cooling system to an air/water vapor cooling method during the high cooks. An economic analysis (EA) was prepared by OO-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 11.0 for this project. This project is expected to be installed and savings to begin in February 2003.

Impact if not provided: Due to increase of composite workload over the next five years, the existing 15 x 45 autoclave cannot handle the increase in workload or the future temperature requirements of the new advanced composites. This will impact the repair of weapons system component items and support of workloads where temperature and pressure characteristics are required for repair of those items. Without these repaired items, non-mission capable rates could increase on the F-4, F-5, F-16, C-5, C-130, KC-135, and projected F-117, F-22, B-2, and C-17 weapon system supported.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0305 Replacement Case Repair Shop CMM	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Coordinate Measuring Machines (CMM) for Case Repair Shop	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to replace two existing coordinate measuring machines (CMM) that are becoming difficult to maintain, because the models are obsolete and will be unsupportable by FY2003. The equipment is used to meet technical order requirements for dimensional inspection on large jet engine cases and ducts. There is no alternative process for measuring most of the rotating components processed on the CMM. An economic analysis (EA) was prepared by OC-ALC and certified by HQ AFMC/FMPC (DSN 787-3820) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.2 for this project. Due to a low ratio, a vital mission memo was submitted by OC-ALC and retained on file in HQ AFMC/LGPE. This equipment is similar to that in turbine/compressor shop CMM project, E0303. However, the equipment for this requirement costs less due to the difference in technology required to accomplish the inspection of jet engine cases, ducts, and engine rotating components. This equipment will be installed and production ready in September 2004.

Impact if not provided: CMM dimensional inspection is critical to the repair process for critical components of all engines maintained at OC-ALC. Lack of CMM capability will create non-mission capable incidents.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0306 Tube Bender 3" - 6"	Productivity	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Tube Bender 3" - 6"	0	0	0	0	0	0	0	0	0

Narrative Justification

The purpose of this project is to procure a computer-numerically-controlled (CNC) dual stack, bi-directional, rotary draw tube bending machine designed to bend thin-walled aluminum and steel tubing between 3" and 6" diameter. The proposed project will eliminate the current process of patching and manually bending tubes. An economic analysis (EA) was prepared by OC-ALC and was certified by HQ AFMC/FMPC (DSN 787-3820) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The certified EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 2.8 for the project. This equipment will be installed and production ready in November 2004.

Impact if not provided: Decreased shop usability to support the overhaul and repair of many aircraft in the Air Force inventory. Continued long lead times for procurement of replacement tubes for engine repair, potential grounding of aircraft and development of repair requirements, all of which push the safety envelope.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E0307 Replacement CNC Vertical Turret Lathes	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
CNC Vertical Turret Lathes	0	0	0	0	0	0	0	0	0

Narrative Justification

The purpose of this project is to replace two vertical turret lathes (VTL) that are both forty years old with computer-numerically-controlled (CNC) vertical turret lathes. The machines will no longer hold tolerances, and parts for repair are becoming unavailable. When an engine part is machined out of tolerances, the part must be re-plasma sprayed. The automated lathes will reduce recycles to near zero and will be able to perform the same work substantially faster. The VTL will be used to machine parts from the F100, F101, F108, F110, TF30 and TF33 engines. These VTL will be used at Tinker AFB, Oklahoma City, OK. An economic analysis (EA) was prepared by OC-ALC and certified by OC-ALC/FMC (DSN 339-7377) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The certified economic analysis (EA) is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.0 for this project. This equipment will be installed and production ready in October 2003.

Impact if not provided: The existing machines will no longer hold tolerances, causing the process to be repeated on many parts. Replacement of this aged equipment will reduce the need to repeat the process on parts to near zero. The weapon systems supported by this equipment are the F-15, F-16, F-16A/B/C/D and the B-1B.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5000 * $500,000 to $999,999.99	Activity Identification AFMC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
$500,000 to $999,999.99 Equipment See E5001 through E5304	4		2943	2		1800	9		6700

Narrative Justification

See E5001 through E5304 for individual justification and cost.

The following reprogramming occur in FY2000: The tube bender was moved to FY2002; vent system and computer-numerically-controlled (CNC) turning center was moved to equipment </= $500K; and the HVAC paint booth upgrade was added to this line due to price increase. The following reprogramming occur in FY2001: Added to this line is the F-15 hydraulic test stand as a new requirement; and moved the furnace and analyzer items to $1M and over equipment line due to revised estimate.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5001 Productivity Automated Ultrasonic Scan System	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Automated Ultrasonic Scan System	**1**	**838**	**838**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

This project upgraded the automated ultrasonic scanning system-V (AUSS-V) system by replacing the outdated Data General computer and controlled equipment. The replaced Data General computer system is no longer manufactured and is becoming increasingly difficult to maintain. The project provides a modern workstation and upgrades thirteen additional mechanical systems with new or enhanced capabilities. The mechanical upgrades will provide substantially increased data quality, improve positioning accuracy through reductions in vibration and backlash, improve vertical scanning speeds, and allow inspection of part geometrics not previously accessible. This upgrade was the most economical means to inspect raw materials and composite components for defects. More inspection throughput could be realized with faster operating systems. This project supports the B-1B aircraft composite workload. An economic analysis (EA) was certified by OC-ALC to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 2.7 for the project. The EA recommends the purchase of the proposed AUSS-V upgrade. Total discounted dollars and UAC are $1.5 million and $178K less than the alternative of continued usage of existing outdated AUSS-V system. The equipment will be installed and production ready in April 2001.

Impact if not provided: Workload supporting the B-1B aircraft composite depends on this equipment and cannot be inspected if current computer system become non-operational.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5002 K938 Test Stand	Replacement	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
K938 Test Stand	1	560	560	0	0	0	0	0	0

Narrative Justification

This project purchased a replacement for a portion (about 1/6th) of the automated test system for constant speed drives (ATS/CSD). The ATS/CSD consisted of two modified test stands and three test stands that were still run by a central computer bought with a CY1976 contract. New parts for repair of the ATS/CSD are not available. The project will use the same adapter kits used on the existing one K738 and two K400 test stands. With the proper adapter kit, the K938 will be capable of testing any CSD existing in the Air Force. An economic analysis (EA) was prepared by OC-ALC to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.1 for the project. Due to this low ratio, a vital mission memo was submitted by OC-ALC and is retained on file in HQ AFMC/LGPE. The equipment will be installed and production ready in June 2001.

Impact if not provided: Continued downtime of the test stands will result in line stoppage on some of the CSD repair. This facility is the only overhaul facility in the Air Force for CSD.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5003 Replacement HVAC Paint Booth Insert	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
HVAC Paint Booth Insert	1	945	945	0	0	0	0	0	0

Narrative Justification

This project was to upgrade bay 2, building 137, paint booth for the purpose of decreasing work stoppages, additional man-hours and flowdays due to unacceptable climate. Currently workers are required to work in conditions that do not meet the recommended guidelines, thus reducing the number of productive man-hours. The F-15s are often painted in marginal conditions to meet mission requirements at the expense of the highest quality paint process desired at WR-ALC. This project will avoid additional man-hours required for rework and overtime to accomplish aircraft paint tasks due to painting when the temperature is out of range. The temperature for painting is acceptable in the current booth between 85 degrees F and 35 degrees F; however, workers in protective clothing can only work at full capacity when the temperature is below 80 degrees F. The upgrade will permit painting on all days and on all shifts, avoiding schedule slippage and overtime used to surge the aircraft due to climate delays. There has been a price increase from $490,000 to $955,841 on this project. This increase of $465,841 was within the scope of the original project. The project engineer underestimated the cost of equipment necessary to accomplish the job. Updates to the economic analysis and simulation model are in work. An original economic analysis (EA) was certified by WR-ALC/FMC (DSN 468-5485) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.1 for the project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2001.

Impact if not provided: This project is a vital part of our aircraft repair enhancement program. Without this project, there would be no available facilities at WR-ALC with adequate climate controls for painting the F-15. Paint facility capacity at WR-ALC dictates that the F-15 workload must be accomplished in the F-15 sized facilities. This is a problem that concerns paint quality and the safety for our workers and the aircraft. This deficiency causes us to paint during hours that the paint climate parameters are in range by using overtime to accommodate the work on suitable shifts. The overtime method keeps the facility utilization at nearly 100% and leaves no time for preventative maintenance. The continuous extra hours are difficult to maintain over long periods for our personnel.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5004 Productivity CNC Machining Center, 5-Axis	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
CNC Machining Center, 5-Axis	1	600	600	0	0	0	0	0	0

Narrative Justification

This project was for the procurement of a new five-axis, vertical, computer-numerically-controlled (CNC), machining center. It will be utilized in the single setup manufacture of aircraft components and is capable of performing precision milling and boring operations. Due to the intricate geometry of the design of many aircraft structural components, manufacture must be accomplished on five-axis CNC milling machines. In addition, the machine will be used to validate and evaluate the software and processes developed through the National Center for Manufacturing Sciences (NCMS) project number 150337, titled "High Throughput Production Processing of Five (5) Axis Aluminum Components". Currently, times for program generation exceed several weeks. The NCMS project will significantly reduce this time to several days through computer generation of the program with minimum human intervention. The proposed machine tool is also designed to operate at much higher spindle speeds, thereby reducing the actual production time per part. Maintenance costs will decrease while continuing to support customers with a quick component manufacture time. An economic analysis (EA) was prepared by and certified by WR-ALC/FMC (DSN 468-5485) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051). A savings to investment ratio of 4.7 was projected. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2001.

Impact if not provided: Component manufacturing cost will increase and aircraft availability will decrease. Aircraft will be grounded awaiting replacement parts.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5101 Replacement F-15 Hydraulic Test Stand	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Hydraulic System	**0**	**0**	**0**	**1**	**929**	**929**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to replace two existing hydraulic test stands that are configured to test only one component, i.e., the F-15 rudder control actuator. The proposed project will provide an upgraded test stand capability that will test all F-15 hydraulic flight control actuators. The new stand will be programmable, providing the capability to test hydraulic components of other weapon systems which will allow the hydraulic production shop to level high priority workloads in surge situations. Two test stands were obtained from SM-ALC during the hydraulic workload transition and were found to be unreliable. One station requires frequent repair and calibration, while the other has become totally unserviceable and cannibalized beyond the point of cost-effective refurbishment. An economic analysis (EA) was prepared and certified by OO-ALC/FMC (DSN 777-1227), to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ration of 2.7 for the project. This project is expected to be installed and savings to begin in August 2001.

Impact if not provided: The failure to replace these test stands will result in the F-15 actuator workload becoming not fully supportable and may lead to a shutdown of the ability to test, repair and overhaul the F-15 actuator workload.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5102 Replacement Resistance Spot Welder	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Resistance Spot Welder	**0**	**0**	**0**	**1**	**845**	**845**	**0**	**0**	**0**

Narrative Justification

This project is for the procurement of a new spot welder, which will replace the existing 1987 spot welder with state-of-the-art equipment which has greater reliability, capability, and flexibility and for which replacement parts are readily available. The existing spot welder does not have the capability to perform internal welds on parts having cavities with extremely small clearances. The new spot welder would be easier to use since it is more accurate and more reliable. In addition, the spot welder will have a computer control system with a x- and y-axis table that will allow more capability. An economic analysis (EA) was certified by WR-ALC/FMC (DSN 468-5485) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506, Economic Analysis. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 1.0 for this project. Due to the low ratio, a vital mission memo was submitted by WR-ALC and retained on file in HQ AFMC/LGPE. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2002.

Impact if not provided: The readiness posture of the Air Force will continue to deteriorate; bottlenecks, backlogs and possible work stoppages or missed schedules will result. The serious detrimental effect on the wing repair production would have the potential of grounding aircraft (including F-15, C-5A, C-130, and C-141) of several Department of Defense branches. This project is vital for the accomplishment of the Air Force mission.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5201 Hydraulic System	Replacement	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Hydraulic System	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**938**	**938**

Narrative Justification

The purpose of this project is to replace six hydraulic test stands and a hydraulic manifold that is necessary to test hydraulic fluid. The proposed project will reduce the required number of samples from six to one by using a common manifold in support of various aircraft, such as the F-15, F-16, F-106, F-4, C-141, C-130, KC-135, A-10, and C-5. The hearing conservation program has identified 45 employees who are affected by the noise hazards involved in the present test process, thus indicating a safety situation is occurring with the current equipment. If the system is replaced, all these people will be taken off the program. These test stands are old and cannot keep up with the demand rate placed on them. Currently one test stand goes down on a weekly basis and is down for two weeks. The shop produces 90 different control numbers a year and uses $5,943 of direct labor per month to set the different control numbers to be repaired. The new test stands will require much less set up time because the stands are set to do many different end items. An economic analysis (EA) was prepared and certified by OO-ALC/FMC (DSN 777-1227) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 2.4 for this project. This project is expected to be installed and savings to begin in August 2001

Impact if not provided: The cost to replace hydraulic fluid and direct labor to filter and set up for different workloads will increase. The test stands will continue to break, eventually becoming non-repairable and non-supportable. Cost of the hearing conservation program will continue. However, employees could become hearing impaired if proper safety guidelines are not followed. Depending on the hearing conservation program is only a halfway measure in employee safety at best. Anticipated saving of $145,355 from this project would be lost. Workloads affected: F-15, F-16, C-130, A-10, F-4 aircraft.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5202 Replacement Hydraulic Test Stand Pump/Motor	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Hydraulic Test Stand Pump/Motor	0	0	0	0	0	0	1	750	750

Narrative Justification

The purpose of this project is to purchase a replacement hydraulic tester to support the actuator workload. Two testers were provided from SM-ALC with only one operational. Approximately 80% of this shop workload require a hydraulic test stand for diagnostic testing and final functional test. This test stand involves a continual running time of eight hours, on average, for each pump/motor tested. The present stand is experiencing failures and the design and operations are complex. At present the shop has no back-up test capability if the tester fails, which requires an outside contractor to keep the station operational. This added cost to the shop is required monthly and has increased recently to two or more times per month. The operating test station was modified at SM-ALC so that it could run automatically, but the automatic feature had to be by-passed because the station was producing erratic pressure readings. The station is now being operated in the manual mode, and the source code for the software makes it virtually impossible to determine whether the software is at fault or there is a hardware problem. The cost to have the contractor make repairs is $40,000 per year. To reach the correct range of operation the test stand vibrates and the workers are worried about something breaking loose and injuring someone. The hydraulic tester supports actuator workload for multiple aircraft such as the F-15, F-16, F-106, F-4, C-141, C-130, KC-135, A-10, and C-5. An economic analysis (EA) was submitted and certified by OO-ALC/FMC (DSN 777-1227) and is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 2.3 for the project. This project works with the F-15 hydraulic test stand, in that this test stand tests the actuator workload for the F-15 Aircraft. This project is expected to be installed and savings to begin in June 2001.

Impact if not provided: The existing equipment carries a high risk possibly for an extended work stoppage status on this operation. This will cause F-15 and other aircraft supported to go into non-mission capable status. Failure to resolve this problem and locate a reliable test station could shut down the ability to test, repair and overhaul all actuators for a number of weapon systems.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5203 Productivity Aircraft De-paint Blast Sys KC135	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Aircraft De-paint Blasting System (ADBS) for C/KC-135 Aircraft	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**451**	**902**

Narrative Justification

The purpose of this project is to provide two aircraft de-paint blast system (ADBS) that will be used to strip exterior aircraft paint and primers from C-135 aircraft during programmed depot maintenance operations at OC-ALC. The proposed project will provide a capability to remove aircraft coatings using a plastic abrasive media that is more efficient and cost effective than the chemical de-paint process it replaces. Operators will manually sweep the spent blast media from the shop floor into a low profile media reclaim system for size reclassification and reuse. Media that is too small for reuse will be collected into media reclaim hoppers and shipped to the abrasive media vendor for recycling, thus eliminating any/all waste disposal issues. An economic analysis (EA) was certified by OC-ALC/FMC (DSN 339-7377) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 10.9 for this project. This equipment will be installed and production ready in January 2003.

Impact if not provided: OC-ALC will continue a process that is subject to future environmental regulatory limitations. In addition they will not realize the benefits of reduced labor cost and process flow time associated with the ADBS.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5204 Vertical Turret Lathe	Replacement	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Vertical Turret Lathe	0	0	0	0	0	0	1	850	850

Narrative Justification

The purpose of this project is to replace the old vertical turret lathe with a new computer-numerically-controlled (CNC) vertical turret lathe. The existing vertical turret lathe purchased in CY1987 is being used to remove corrosion from the bearing bores in the aircraft landing gears. The equipment is used to remove corrosion from bearing bores for all F-15, F-16, C-130, C-5 and KC-135 aircraft during depot overhaul. The machine was manufactured in Italy, and parts and service are not available from any known source. It currently has intermittent problems that require time and attention to service several undiagnosed problems and intermittent faults that have made the machine inoperable for long periods of time. The most serious problem is the gear train, which has damaged components and is rapidly degrading, affecting equipment and mission supportability. The machine operates 1600 hours per year. If the machine is lost, wheels can be repaired using a manual machine, but that will take about 2.5 times longer to repair. This will increase repair costs by 2400 hours at $30 per hour or $72,000 per year. The new machine can also do some secondary operations with no additional labor. That will save an additional 600 hours times $30 per hour or $18,000 per year. An economic analysis (EA) was prepared and certified by OO-ALC to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected saving to investment ratio of 0.8 for this project. Due to this low ratio, a vital mission memo was submitted and retained on file in HQ AFMC/LGPE. This project is expected to be installed and savings to begin in May 2003.

Impact if not provided: When the current machine gear train components fail totally, the machine will be inoperable. Mission incapability will lead to increased labor cost, workload slippages and potential loss of aircraft and personnel due to inadequate parts being used on the aircraft. Aircraft affected are the F-15, F-16, B-1B, A-10, and C-130.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5205 Environmental Compliance High Velocity Oxygen Fuel	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
High Velocity Oxygen Fuel	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**594**	**594**

Narrative Justification

The purpose of this project is to provide a complete high velocity oxygen fuel (HVOF) thermal spray system to apply engineering coating to large size landing gear components. The HVOF system is comprised of a number of components and subsystems, including acoustical enclosure, ventilation system, dust collection system, water cooler, spray lathe (part rotations), process manipulation (robot and controller), oxygen and fuel supply systems, and HVOF process equipment (control console, spray gun and powder feeders). The existing and planned HVOF thermal spray cells (#1 and #2) will be capable of processing parts weighing up to 1000 pounds, 96 inches long and with a maximum swing radius of 32 inches. This project is for components larger than these sizes. An economic analysis (EA) was prepared and certified by OO-ALC/FMC (DSN 777-1227), to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 6.2 for this project. This project is expected to be installed and savings to begin in July 2003.

Impact if not provided: Failure to meet stringent environmental and health regulations (EPA and OSHA) expected to be put in place on the future use of hazavalent chrome for plating. In addition, project is designed to spray (support) the very largest landing gear components (top 20% in size and weight). If not provided, all large components will continue to be chrome plated as at present. Therefore, the chrome plating process, which produces hazardous wastes to the industrial waste treatment plant in the form of chromium residues from the rinse waters and chromates in the plating tanks will continued to be used. An estimated 50% reduction in the amount of chemicals used in the chemical usage to eliminate chromates in the industrial waste treatment plant, and a 67% reduction in the cost of chromate sludge disposal will not be achieved.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5206 Productivity ATE Directional Test Station	Activity Identification WR-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
ATE Directional Test Station	0	0	0	0	0	0	2	325	650

Narrative Justification

The purpose of this project is to procure new instrument consoles for two of the existing four directional automatic test stations. These consoles will replace the original 1970s technology equipment consoles. The replacements will have the latest state-of-the-art instrumentation. This will result in greater reliability, capability, and flexibility, and replacement parts will be readily available. The automatic test stations are required for final testing of navigational gyroscopes to specifications for F-5, F-15, RF4-C, T-38, C-130, C-141, KC135 and other weapon systems. New equipment is required for the following reasons: a) Current in-use console replacement and/or spare parts are no longer available. b) Electronics technology has improved greatly since the current system was designed and has provided instruments that are easier to use, more accurate, and more reliable. c) Many of the consoles have been out of service for long periods of time due to the lack of parts or suitable replacement instruments. d) Parts have been cannibalized from other inoperable units or units in storage to make a console operational. An economic analysis (EA) was certified by WR-ALC/FMC to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 2.0 for this project. The saving on this project will begin the year this equipment is installed and functional, which is anticipated to be September 2003.

Impact if not provided: The mission readiness posture will continue to deteriorate unless the requested updated instrument consoles are obtained; bottlenecks, backlogs, and possible work stoppages or missed schedules will result. The serious detrimental effect on gyroscope production would have the potential of grounding aircraft and missiles of several DoD branches because of a lack of navigational gyroscopes. This project is vital for the accomplishment of the Air Force mission.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5207 Productivity B-1B Wing Removal Stand Set	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
B-1B Wing Removal Stand Set	0	0	0	0	0	0	2	250	500

Narrative Justification

The purpose of this project is to provide two sets of wing pivot removal stands. The set consists of a left and right wing stand for the removal of aircraft wings to allow the inspection, removal, and replacement of worn wing pivot bearings on the B-1B aircraft. This process and equipment is required by technical order. This equipment will be used simultaneously with the equipment described in engine nacelle ground trailer project E00210 to accomplish B-1B programmed depot maintenance and the wing pivot bearings removal/change out. There is no other way to accomplish this process; therefore, a waiver to an economic analysis was requested and deemed appropriate by HQ AFMC/FMPC (DSN 787-3820). The simulation model shows this equipment is necessary and sufficient to perform the workload to be supported. A vital mission memo was submitted by OC-ALC and is retained on file in HQ AFMC/LGPE. The equipment will be installed and production ready in June 2003.

Impact if not provided: A limitation will be placed on the B-1B aircraft to 300-350 knots maximum air speed. Without these wing pivot removal stands the B-1B wing pivot bearing replacement cannot be accomplished.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5208 Replacement Case Fluorescent Penetrant	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Case Fluorescent Penetrant Inspection (FPI) Line	0	0	0	0	0	0	1	789	789

Narrative Justification

The purpose of this project is to provide restoration and partial replacement of the fluorescent penetrant inspection (FPI) line, which is the only capability to process large parts such as engine cases and ducts. The fluorescent penetrant line, project E9905, procured in FY2000 provided for the replacement of a complete system in building 3221. The proposed project will involve replacing the overhead chain, power and free trolleys, stop switches, track switches and anti-backups. An economic analysis (EA) was prepared by OC-ALC and certified by OC-ALC/FMC (DSN 339-7377) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The economic analysis (EA) is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.0 for the project. Due to a low ratio, a vital mission memo was submitted by OC-ALC and retained on file in HQ AFMC/LGPE. Restoration is required because of safety concerns. OC-ALC has several fluorescent penetrant lines located in different buildings and supporting various workloads. The lines have different requirements for different workloads supported. This equipment will be installed and production ready in November 2003.

Impact if not provided: The overhead system has been determined to be worn out-of-limits and must be replaced. If the overhead chain should break, it will destroy the rest of the FPI line and could cause serious injury or loss of life to personnel working under the overhead chain and carriers.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5209 Productivity Tube Bender 1/8"-1" Dual Radius	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Tube Bender 1/8"-1" bi-directional, Dual Radius	0	0	0	0	0	0	1	500	500

Narrative Justification

The purpose of this project is to provide a computer-numerically-controlled (CNC) rotary draw bending machine designed to bend thin-walled aluminum, steel, inconel, and titanium tubing between 1/8 and one inches in diameter. The project will eliminate the need to tear down and set up existing machines for different bending configurations, eliminating a backlog in production. An economic analysis (EA) was prepared by OC-ALC and certified by OC-ALC/FMC (DSN 339-7377) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.4 for the project. Due to this low ratio, a vital mission memo was submitted by OC-ALC and retained on file in HQ AFMC/LGPE. This equipment will be installed and production ready in November 2002.

Impact if not provided: This equipment is needed to prevent an increase in the number of non-mission capable incidents. This will represent prolonged grounding of aircraft needing tubes.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5301 Replacement Al Drop Bottom Air Furnace	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Aluminum Drop Bottom Air Furnace	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to replace a large manually operated air furnace with a modern automated drop bottom air furnace. The existing furnace is over forty-five years old and no longer meets the standards for processing sheets of aluminum. An economic analysis (EA) was prepared by OC-ALC and certified by OC-ALC/FMC (DSN 339-7377) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The economic analysis (EA) is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.2 for the project. However the age of the equipment alone dictates a need to replace. Due to this low ratio, a vital mission memo was submitted by OC-ALC and retained on file in HQ AFMC/LGPE. This equipment will be installed and production ready in September 2003. This OC-ALC requirement is similar to the equipment defined by OO-ALC in drop bottom furnace project E0112.

Impact if not provided: Continued delays in aluminum parts processing due to equipment failure (45 years old). Also, failure to comply with Aerospace Material Specification 2770, Heat Treatment of Aluminum Alloy Parts, Table IV. The maximum quench rate required is 10 seconds. Compliance with this specification is required to achieve International Organization for Standardization (ISO) 9002 certification.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5302 Productivity CNC 2500 Watt Laser Center	Activity Identification OO-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
CNC 2500 Watt Laser Center	0	0	0	0	0	0	0	0	0

Narrative Justification

The purpose of this project is to purchase and install a new computer-numerically-controlled (CNC) 2500-watt sheetmetal laser center to replace three existing stamping dies and 1950s technology. The proposed project will be integrated with existing computer aided design/computer aided manufacturing (CAD/CAM) system, with an upgrade to existing CAD/CAM software package(s). The current workload has increased and the two-shift operation can no longer meet the present demand. The introduction of new equipment shall allow manufacturing to produce parts with less manpower and more accuracy. Stamping dies require one to two weeks to manufacture and require storage area for dies. Utilizing the CAD/CAM system connected to the central database allows manufacturing of components within one day upon receipt of order. An economic analysis (EA) was prepared and certified by OO-ALC /FMC (DSN 777-1227) to meet the criteria of a certifiable EA as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 17.3 for the project. This project is expected to be installed and savings to begin in June 2003.

Impact if not provided: Sheetmetal manufacturing for component parts and panels will continue to experience backlogs due to the 1950s technology driven process. Repair and component sheetmetal parts for supported weapon systems, such as the F-4, F-5, F-16, C-5, C-130, KC-135, and projected F-117, F-22, B-2, and C-17, will be impacted by longer lead times to produce parts under existing process. Significant savings anticipated by upgrading capability would not be achieved.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5303 Productivity CNC Vertical Grinding Machine	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
CNC Vertical Grinding Machine	0	0	0	0	0	0	0	0	0

Narrative Justification

The purpose of this project is to replace an existing manual vertical grinding machine that is 30 years old with a computer-numerically-controlled (CNC) vertical grinding machine. The grinding machine is used to grind front and rear case and duct sets for the F100 engine. The CNC will reduce the per part process time from 4.5 hours to 1.75 hours. This machine will support the F100 engine (F-15, F-16), and may also support the F101 engine (B-1B) and the F110 engine (F-16A/B/C/D). An economic analysis (EA) was prepared by OC-ALC and certified by OC-ALC/FMC (DSN 339-7370) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The certified EA is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a savings to investment ratio of 1.3 for the project. The savings to be realized are based on reduction in process flow time and sufficient surge capacity to prevent a requirement for a second machine. This equipment will be installed and production ready in October 2004.

Impact if not provided: This project will enable OC-ALC to meet scheduled production and surge conditions with one piece of equipment. It will also provide labor savings and process cost reductions. The existing equipment does not have the capacity to meet potential surge workloads. Inability to meet surge requirements impacts the readiness of the weapon systems supported.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E5304 Vacuum Braze Furnace	Replacement	Activity Identification OC-ALC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Vacuum Braze Furnace	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Narrative Justification

The purpose of this project is to replace an aging furnace used to heat treat jet engine aircraft parts. The furnace is no longer reliable and repair parts are becoming difficult to acquire. The brazing process involves applying metalized powders to the area to be repaired and then melting the powder to a specific temperature. This capability will be used to support the F101 engine (B-1B), F110 engine (F-16A/B/C/D, F-14D), F108 engine (KC-135R, E-6A), TF30 engine (F-111), TF33 engine (C-135, B-52, C-141, E-3). An economic analysis (EA) was prepared by OC-ALC and certified by OC-ALC/FMC (DSN 339-7377) that this EA meets the criteria as outlined in DoDI 7041.3, AFI 65-501 and AFMAN 65-506. The certified economic analysis (EA) is on file in HQ AFMC/LGPE (DSN 674-2051) and reflects a projected savings to investment ratio of 0.4 for the project. The economical analysis does not project a favorable return on investment; however, the downtime will continue to increase as the equipment ages. Due to this low ratio, a vital mission memo was submitted by OC-ALC and approved by HQ AFMC/LGPE. This equipment will be installed and production ready in September 2003.

Impact if not provided: Heat treat is a vital process in the repair of many aircraft components. This equipment supports the F101, F110, F108, TF30, and TF33 engines for multiple weapon systems. The age of existing equipment is driving excessive down time for maintenance and repair. This downtime impacts our ability to effectively and efficiently meet production schedules for the B-1B, F-16A/B/.C/D, F-14D, KC-135R, F-111, C-135, B-52, C-141 and E-3 weapon systems.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: E9999 * $100,000 to $499,99.99	Activity Identification AFMC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Equipment from $100,000 to $499,99.99	**48**		**18510**	**18**		**6140**	**27**		**9684**

Narrative Justification

This category includes a vast array of equipment required to support depot maintenance industrial processes. Equipment included is essential to the AFMC depot maintenance activities at OC-ALC, OO-ALC, WR-ALC, and AMARC for ongoing efforts to maintain and modernize their existing organic industrial base, save taxpayer dollars through increased productivity, and support customer requirements. Each piece of equipment will contribute to improving inherent industrial processes, such as testing, inspecting, cleaning, coating, bonding, grinding, forming or some other industrial operation. The equipment when replaced, upgraded, integrated, or combined into their industrial operation will improve efficiency and personnel safety, support hazardous waste minimization and pollution prevention efforts, enhance product quality and increase customer satisfaction in performing the depot maintenance mission. Examples include hydraulic test, grinding machines, boring machines, lathes, tube benders, grinders, heat treating equipment, parts cleaning equipment, non-destructive inspection equipment, avionics/electronic automatic test equipment, circuit card repair equipment, plating/cleaning equipment, coordinate measuring equipment, laboratory analysis equipment and other industrial plant equipment. Economic analyses (EA) for individual projects within this funding threshold are submitted, certified, and maintained on file locally.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: A9601 Hardware for Computer DMAPS/Legacy System Modernization	Activity Identification AFMC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
DMAPS/Legacy System Modernization	**1**		**19800**	**1**		**9500**	**1**		**10400**

Narrative Justification

This project is to upgrade the infrastructure necessary to support depot maintenance accounting and production system (DMAPS) and the modernized depot maintenance legacy systems. The funds are linked to both programs, as they can not be separately identified. Both efforts will share the same infrastructure. All the fiber optics, computers, and equipment will be jointly used, making it impossible to allocate the cost separately to each project. This effort is to upgrade the fiber optics, routers, and infrastructure items running to buildings that will implement an NT (operating system) network. Additionally, these funds will be used for personal computer upgrades and operating software. The benefits of this project is that it meets the desired goals of the Department of Defense (DoD) driving specific modernization directed for DoD logistics information. This is according to the logistics strategic plan from the Deputy Under Secretary of Defense (Logistics). To accomplish these goals, further definition has been provided by the defense information infrastructure (DII) master plan, dated 23 Apr 1997, and the DII shared data environment (SHADE) capstone document. The current infrastructure at the air logistics centers will not support these applications. The infrastructure upgrades are being phased between FY2000 and FY2003. They are coordinated with release of software for DMAPS and the legacy modernization efforts. An economic analysis is not available for this work. A waiver is requested since this investment is necessary to support initiatives being directed by higher headquarters.

Impact if not provided: The Air Force would be unsuccessful in the implementation of DMAPS and the modernization of legacy systems that would impact the ability to support DoD logistic strategic plans. Without this improvement much needed infrastructure improvements will not be made. The modernized software must have the upgraded infrastructure in place to operate. This is a key investment to allow our depots to remain competitive.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: A0000 Hardware for Computer ADPE & Telecom $100,000 to $499,999.99	Activity Identification AFMC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
ADPE & Telecom $100,000 to $499,999.99	0	0	0	1	330	330	0	0	0

Narrative Justification

This category supports procurement of information equipment with a total project cost under $0.5M. Supported areas include office automation and the development, upgrade or enhancement of information systems required to maintain, transfer and manipulate data critical to depot maintenance operations. Air Force Materiel Command systems will remain antiquated and unable to support the depot maintenance processes of the future. Computer aided electronic design system ($330K) is for OO-ALC in FY2001, which is the automatic test equipment (ATE) and weapon systems interface engineering section of the Software Engineering Division (TIS) of the Technology and Industrial Support Directorate (TI). The existing computer aided engineering (CAE), computer aided design (CAD), computer aided simulation (CAS), and computer aided manufacturing (CAM) system tools for state-of-the-art, high density, electronic weapon systems will require software maintenance renewals. This includes technical support, new releases and updated libraries. The engineering, design, simulation and manufacture system also requires some hardware upgrades to the read access memory and hard drive capacity. The upgrade of the present CAE/CAD electronic design system is essential to meet mission requirements for advanced electronic engineering design, electronic system development, and prototyping reverse engineering of obsolete DoD weapon system electronics, and the engineering detailing, simulation and design testing of electronic printed circuits boards for production. Without the new software releases and the latest state-of-the-art parts libraries from companies such as Xilinx, the system soon will be unable to support the rapid changes and advances in electronic components required for new electronic designed systems. Systems affected include common aircraft portable reprogramming equipment, F-16/C-17 Mux bus fault isolator, Ogden data device, F-16 antiskid brake control, and F-16 enhanced diagnostic aid.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: S9601 Software for Computer DMAG Budget and Price Development System	Activity Identification AFMC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
DMAG Budget and Price Development System	1		800	1		1500	1		1960

Narrative Justification

Depot maintenance activity group (DMAG) budget and price development system supports the automated budget analysis/centralized user system (ABACUS) development effort. Major changes affecting the DMAG, such as the decentralization of customer funding, implementation of defense working capital fund (DWCF), stock funding of depot level repairables (DLR), etc., have rendered obsolete systems used within the Air Force to build budget submissions and develop customer prices. Recognizing that a total re-engineering of these systems was required, HQ USAF, SAF, and HQ AFMC initiated a comprehensive integrated computer-aided manufacturing definition (IDEF) process and developed the architecture for the re-engineered process and data requirements of the future. To ensure the successful implementation and performance of their new streamlined and flexible process, it is necessary to implement a suite of automated DMAG tools. These tools will be used by DMAG personnel at the Pentagon, HQ AFMC, and the air logistics centers to build budgets, set prices, report performance, respond to ad hoc request for information, and to exchange information. The development of the enhanced ABACUS will occur over several years beginning in FY2001. An economic analysis is being prepared.

Impact if not provided: DMAG will be unable to provide timely and accurate processing data. For customers, this will lead to major funding shortfalls and excesses in execution and will undermine their ability to reliably project future requirements. In addition, DMAG's budget submissions will be ineffective in identifying resource requirements, providing the information and tools necessary for management decision-making, and providing a valid basis for program execution. Ineffective pricing and budgeting using the current process will result in ineffective resource management within a $5.1 billion per year Air Force program.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: S9701 Software for Computer Legacy System Technical Refresh	Activity Identification AFMC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Legacy System Technical Refresh	**1**	**18500**	**18500**	**1**	**9100**	**9100**	**1**	**24900**	**24900**

Narrative Justification

Air Force Materiel Command (AFMC) is currently evaluating commercial off-the shelf (COTS) manufacturing resource planning II (MRPII) software to support depot maintenance processes. We are monitoring the Navy's efforts at Naval Aviation Depot Jacksonville (NADEP JAX). It is unclear that this software will support our changing needs. In the event COTS MRPII can not support our business practices, the contingency plan is to redesign our legacy systems to meet our needs. Funding will provide data warehousing (to improve data accessibility and visibility) and improve user friendliness (utilizing a Windows environment). If MRPII is chosen, the modernization efforts will have laid the ground work for MRPII and allow for an easier transition. As a part of this effort, these funds will support bringing the depot maintenance accounting and production system (DMAPS) into AFMC to provide needed financial management capabilities. The modernization effort will be deployed over time. The first deployment of the time and attendance System (H117R) occurred in May 2000. The next deployment occurs in February 2001. Deployments of the work currently underway will be complete in FY2003. The funding level is lower in FY2001 since we will be completing work currently underway and not starting any new efforts. The funding level goes back up in FY2002 and FY2003 when we will begin the MRP II efforts. This effort has a savings to investment ratio in excess of 1.2 for this project. In addition to the financial benefit this effort will bring the legacy systems into compliance with defense information infrastructure (DII) common operating environment (COE) requirements as directed by the Air Staff. Certified economic analysis documents are available from HQ AFMC/LGND, DSN (787-2509).

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: S9702 Software for Computer DMAPS Development/Implementation	Activity Identification AFMC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
DMAPS Development/Implementation	**1**	**25900**	**25900**	**1**	**31008**	**31008**	**1**	**9300**	**9300**

Narrative Justification

The purpose of the depot maintenance accounting and production system (DMAPS) program is to establish a standardized defense contract auditing agency (DCAA) approved financial and reporting system that supports the chief financial officer (CFO) act and cost accounting standards (CAS) compliance for Air Force maintenance operations. The program authority is provided by a memorandum of understanding between defense finance and accounting service (DFAS), Navy, and Air Force for conducting a business process review (BPR) of defense industrial financial management system (DIFMS) to the Air Force depots, dated 14 May 1997. As a result of the BPR, SAF/FM tasked HQ AFMC/LG to develop and deploy DMAPS. The Director of DFAS and the Assistant Secretary of the Air Force, Financial Management and Comptroller (SAF/FM) gave approval for software design and development. Subsequently, in January 1998, SAF/FM approved the implementation of the DMAPS components to the three air logistics centers. DMAPS will be implemented in two phases. Phase I is currently in the initial stage of deployment at OO-ALC, with full operational capability planned for April 2001. Phase II is scheduled for full operational capability in April 2002. An economic analysis is not available for this work. A waiver is requested since this investment is necessary to support direction from higher headquarters.

Impact if not provided: If not provided, AFMC will not increase the accuracy of cost accounting by utilizing actual labor hour accounting for product costing; will not increase the visibility of DMAG operations to improve financial, material and production management; will not achieve CFO and CAS compliance as directed; and will not support the DFAS initiative to consolidate and standardize financial systems.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)	FY2002 Amended Budget Submission

Department of the Air Force Depot Maintenance June 2001	Line Number: M0000 Minor Construction	Activity Identification AFMC

Element of Cost	FY 2000			FY 2001			FY 2002		
	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
Minor Construction	**22**		**8600**	**12**		**4680**	**21**		**7893**

Narrative Justification

This category includes an array of minor construction projects that allows flexibility in adapting to new and changing workloads. Projects are small scale (costing between $100,000 and $500,000) and are designed, scheduled, and constructed in accordance with air logistics center (ALC) and AMARC established priorities. These projects support the depot maintenance mission requirements, correct safety and health problems, consolidate work areas as a result of downsizing efforts, and improve productivity through quality of life improvement projects and office/work space reorganizations. Typical projects could include modifications of load-bearing walls, changing work category codes within designated areas, or adding square footage to an existing work area to accommodate mission changes.

FY2002 Amended Budget Submission

Department of the Air Force

Depot Maintenance

June 2001

(Dollars in Millions)

PROJECTS ON THE FY01 PRESIDENT'S BUDGET

FY	Approved Project		Reprogrammed	Approved Project Cost	Current Project Cost	Asset / Deficiency	Explanation
00	F-16 Microwave Test Station Upgrade	6.2	-3.2	3.0	3.0	0.0	Reprogrammed for cost increases and to transition the SM-ALC aircraft generator workload to OO-ALC. F-16 microwave test station schedule will be slipped to FY01 due to greater criticality of OO-ALC generator workload.
00	Intermediate Frequency/Video/Micro Test Station	5.9	0.0	5.9	5.9	0.0	
00	F-15 Analog Test Stations	1.9	0.0	1.9	1.9	0.0	
00	Fluorescent Penetrant Line	1.5	0.0	1.5	1.5	0.0	
00	IOE FY 2000 MILCON B210	10.0	0.1	10.1	10.1	0.0	Cost increase.
00	F-15 Digital Test System	6.0	-1.8	4.2	4.2	0.0	Decrease in price.
00	Floor Recovery System	1.8	0.2	2.0	1.8	0.2	Adjusted amount back to $1.8M, center reported additional $200K in equipment that was related to this equipment and funded through minor construction.
00	B-1B Ramp CASS	2.5	-0.7	1.8	1.8	0.0	
00	Building 843 Bay M/K Equipment	0.0	1.9	1.9	1.9	0.0	Air logistics centers have work stoppages and this project is required to reduce non-mission capable issues due to generator workload.
00	Hydraulic Forming & Molding Press	4.1	0.0	4.1	3.9	0.2	Decrease in price.
00	High Efficiency Small Vac Furnace	1.3	0.0	1.3	1.3	0.0	
00	CNC Double Column Machining Center	1.1	0.0	1.1	1.1	0.0	

FY2002 Amended Budget Submission
Department of the Air Force
Depot Maintenance
June 2001
(Dollars in Millions)

PROJECTS ON THE FY01 PRESIDENT'S BUDGET

FY	Approved Project		Reprogrammed	Approved Project Cost	Current Project Cost	Asset / Deficiency	Explanation
00	Hot Forming Press	2.0	0.0	2.0	2.0	0.0	
00	A700 DATSA Computer Rehost	1.0	-0.2	0.8	1.0	-0.2	Project was reported to decrease in price; however, it was discovered the project was split into two contracts that equal the original estimate.
00	IATE Computer Replacement	1.5	-1.5	0.0	0.0	0.0	Withdrawn; SA/LDA office determined this is not a depot unique requirement and will pursue effort.
00	Equipment from $500,000 to $999,999.99	4.0	-1.4	2.6	2.9	-0.3	The tube bender was moved to FY2002; vent system and computer-numerically-controlled (CNC) turning center was moved to equipment </= $500K; and the HVAC paint booth upgrade was added to this line due to price increase.
00	Equipment from $100,000 to $499,99.99	14.0	4.7	18.7	18.5	0.2	Reprogrammed for projects requiring higher priority.
00	DMAPS/Legacy System Modernization	19.8	0.0	19.8	19.8	0.0	
00	DMAG Budget and Price Development System	0.8	0.0	0.8	0.8	0.0	Reclassify ADPE as software development.
00	Legacy System Technical Refresh	20.0	-1.5	18.5	18.5	0.0	Price adjustment
00	DMAPS Development/Implementation	24.4	1.5	25.9	25.9	0.0	Increase driven by a slip to the schedule (fully operational by March 2002) and higher than expected DISA cost
00	Minor Construction	8.5	0.0	8.5	8.6	-0.1	
	Grand Total			**136.4**	**136.4**	**0.0**	

FY2002 Amended Budget Submission
Department of the Air Force
Depot Maintenance
June 2001
(Dollars in Millions)

PROJECTS ON THE FY01 PRESIDENT'S BUDGET

FY	Approved Project	Reprogrammed	Approved Project Cost	Current Project Cost	Asset / Deficienc	Explanation
01	VXI Rehost	3.0	3.0	4.5	-1.5	Price adjustment.
01	F-16 Microwave Test Station Upgrade	4.6	4.6	4.8	-0.2	Price adjustment.
01	Intermediate Frequency/Video/Micro Test Station	2.0	2.0	2.0	0.0	
01	F-15 Digital Test System	1.7	1.7	0.0	1.7	Project was completed in FY00.
01	LFIC / RFIC Test Console	23.8	23.8	5.5	18.3	Reprogrammed, deferred cost to the out year in support of DMAPS cost increases
01	Plasma Spray Systems	3.8	3.8	3.8	0.0	
01	Benchtop Reconfigurable Automatic Tester	0.0	0.0	3.0	-3.0	New requirement.
01	IOE Corrosion Control	11.4	11.4	11.4	0.0	
01	IOE C-130 Corrosion Control	6.1	6.1	10.2	-4.1	Revised estimate.
01	Automatic Depot Test Station	0.0	0.0	2.0	-2.0	New requirement.
01	Multi Function Tester Rehost	0.0	0.0	3.5	-3.5	New requirement.
01	Nose Radome Electronic Test System	2.0	2.0	2.1	-0.1	Revised estimate.
01	High Speed Blade Tip Grinding Machine	2.6	2.6	2.6	0.0	
01	TEWS Intermediate Support System	0.0	0.0	5.8	-5.8	New requirement.
01	Reconfigurable Tooling System	1.3	1.3	1.3	0.0	

FY2002 Amended Budget Submission
Department of the Air Force
Depot Maintenance
June 2001
(Dollars in Millions)

PROJECTS ON THE FY01 PRESIDENT'S BUDGET

FY	Approved Project	Reprogrammed	Approved Project Cost	Current Project Cost	Asset / Deficienc	Explanation
01	Drop Bottom Furnace	0.0	0.0	1.1	-1.1	Revised estimate, move from equipment $500K to $1M.
01	C/KC-135 Circuit Analyzer	0.0	0.0	1.0	-1.0	Revised estimate, move from equipment $500K to $1M.
01	Paint Booth Insert	3.5	3.5	0.0	3.5	Slip to FY2002 due to higher priority requirements
01	Bake, Fill & Evacuate Test Stand	1.2	1.2	0.0	1.2	Slip to FY2002
01	F110 Engine Run / Mount Kit	1.2	1.2	0.0	1.2	Slip to FY2002 due to higher priority requirements
01	ADIT Re-host	1.3	1.3	0.0	1.3	Withdrawn, SA/LDA office determined this is not a depot unique requirement and will pursue effort.
01	Laser/Punch Press	1.5	1.5	0.0	1.5	Slip to FY2004 due to workload growth that not anticipated until FY2005.
01	Hydraulic Press	3.0	3.0	0.0	3.0	Slip to FY2004 due to workload growth that will not occur until FY2005.
01	Equipment from $500,000 to $999,999.99	3.5	3.5	1.8	1.7	Added to this line is the F-15 hydraulic test stand as a new requirement; and moved the furnace and analyzer items to $1M and over equipment line due to revised estimate.
01	Equipment from $100,000 to $499,99.99	8.0	8.0	6.1	1.9	New requirements.
01	DMAPS/Legacy System Modernization	8.2	8.2	9.5	-1.3	Price adjustment.
01	RF Portable Data Terminal	1.8	1.8	0.0	1.8	Move in with the DMAPS Development/Implementation effort.
01	ADPE & Telecom $100,000 to $499,999.99	0.0	0.0	0.3	-0.3	New requirement.

FY2002 Amended Budget Submission
Department of the Air Force
Depot Maintenance
June 2001

(Dollars in Millions)

PROJECTS ON THE FY01 PRESIDENT'S BUDGET

FY	Approved Project	Reprogrammed	Approved Project Cost	Current Project Cost	Asset / Deficienc	Explanation
01	DMAG Budget and Price Development System	1.5	1.5	1.5	0.0	Reclassify ADPE as software development.
01	Legacy System Technical Refresh	17.9	17.9	9.1	8.8	Price adjustment.
01	DMAPS Development/Implementation	6.8	6.8	31.0	-24.2	Price adjustment.
01	Minor Construction	6.9	6.9	4.7	2.2	Adjusted to meet requirements.
	Grand Total		**128.6**	**128.6**	**0.0**	

Capital Budget Summary

Air Force Working Capital Fund

FUND9A | AF Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | June 2001

Item Description	FY 2000 Quantity	FY 2000 Total Cost	FY 2001 Quantity	FY 2001 Total Cost	FY 2002 Quantity	FY 2002 Total Cost
EQUIPMENT	310	1.196	291	1.327	2	1.620
Replacement	308	1.175	291	1.327	2	1.620
Infrastructure-MSG	0	0.000	1	0.254	0	0.000
LAN Upgrade Equip.	0	0.000	0	0.000	1	0.512
Network Sec HW	1	0.100	0	0.000	0	0.000
System Furniture	307	1.075	290	1.073	1	1.108
Productivity	1	0.009	0	0.000	0	0.000
Super Servers Equ.	1	0.009	0	0.000	0	0.000
New Mission	1	0.012	0	0.000	0	0.000
Data/Video Sys Equ	1	0.012	0	0.000	0	0.000
ADPE & TELECOM	9	2.444	5	1.865	7	4.433
ADPE Infrastructur	0	0.000	0	0.000	0	0.000
CUBE Comm/Servers	1	0.139	0	0.000	0	0.000
Cust Supp Enhance	1	0.127	1	0.500	1	0.650
Data/Video System	1	0.281	0	0.000	0	0.000
Elec Doc Manag Sys	0	0.000	1	0.500	0	0.000
Enter Inter Plat	0	0.000	1	0.230	1	0.230
JLIMS Improvements	1	0.114	0	0.000	0	0.000
LAN Testbed	1	0.636	1	0.400	1	0.665
LAN Upgrade	0	0.000	0	0.000	1	1.018
MSG VCTN Switch	1	0.703	0	0.000	1	0.260
NetWork Servers	0	0.000	0	0.000	1	1.375
SIPRNET	1	0.195	0	0.000	0	0.000
Super Servers	1	0.075	0	0.000	0	0.000
UPS Replacement	1	0.174	0	0.000	0	0.000
Virtual Office	0	0.000	1	0.235	1	0.235
SOFTWARE DEVELOPMENT	12	2.928	162	7.819	6	4.224
Externally Developed	12	2.928	162	7.819	6	4.224
Config Manage	0	0.000	1	0.150	0	0.000
Corp Enter PC SW	1	0.476	0	0.000	0	0.000
Customer Supp Enha	1	0.135	0	0.000	0	0.000
Devel Envir/Compil	0	0.000	1	0.100	0	0.000
DWAS	0	0.000	2	4.400	0	0.000
ISAG Budget/Price	0	0.000	1	0.325	0	0.000
JLIMS	1	0.267	1	0.450	1	0.450
LAN Upgrade SW	0	0.000	0	0.000	1	0.769
MIS Upgrade	0	0.000	1	0.100	0	0.000
Network Sec SW	1	0.020	0	0.000	0	0.000
PowerBuilder	1	0.171	90	0.272	0	0.000
PVCS	1	0.094	61	0.044	0	0.000
RCDBS	1	0.549	0	0.000	0	0.000
SIPRNET-SW	1	0.013	0	0.000	0	0.000
Software Dev Tool	1	0.261	1	0.200	1	0.600
Spectrum	1	0.910	1	1.000	1	0.500
Std Desktop SW	0	0.000	1	0.597	0	0.000
Std Server SW	0	0.000	1	0.181	0	0.000
Super Servers SW	1	0.031	0	0.000	0	0.000
SW Developmt Tools	0	0.000	0	0.000	1	1.775
SW GCSS-AF Reqmnt	0	0.000	0	0.000	0	0.000
SWT Test Tools	0	0.000	0	0.000	1	0.130

Capital Budget Summary

Air Force Working Capital Fund

FUND9A | **AF Information Services Activity Group** | **FY 2002 Amended Budget Submission**

(Dollars in Millions) | **June 2001**

Item Description	FY 2000 Quantity	FY 2000 Total Cost	FY 2001 Quantity	FY 2001 Total Cost	FY 2002 Quantity	FY 2002 Total Cost
SOFTWARE DEVELOPMENT	12	2.928	162	7.819	6	4.224
Externally Developed	12	2.928	162	7.819	6	4.224
UPS Replacement SW	1	0.001	0	0.000	0	0.000
MINOR CONSTRUCTION	0	0.000	0	0.000	0	0.000
Bldg 856 Generator	0	0.000	0	0.000	0	0.000
Bldg 888 Addition	0	0.000	0	0.000	0	0.000
Total	331	6.568	458	11.011	15	10.277

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: ADPE Infrastructur

Item Description: MSG ADPE Infrastructure

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

Project Reprogrammed -- No Longer Required for FY00, 01, or 02.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: DWAS

Item Description: Defense WCF Accounting System (DWAS)

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
0	0.000	0.000	1	2.200	2.200	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: Defense Working Capital Fund Accounting System (DWAS)
Category: Software. The Defense Finance & Accounting Services (DFAS) intends to convert IFAS users to the Defense Working Capital Fund Accounting System (DWAS) in order to operate on a modern accounting system, which provides true funds control, with lower operating costs and is CFO Act compliant.

2. Current Deficiency/problem and how it is solved:
The HQ AFMC Management Control Program FY99 Report identifies the current Information Services Activity Group (ISAG) accounting system, the Industrial Fund Accounting System (IFAS), as a material weakness. It is non-Chief Financial Officer (CFO) Act compliant and does not provide true funds control. While initial efforts were geared toward implementation of DWAS by 1 October 2000, DFAS now has indicated capital funding is not available to implement DWAS until FY03. Solution: Procurement of COTS accounting software. This project will provide capital funds to make implementation of DWAS available in FY01. This system has been thoroughly reviewed by ISAG functional representatives who participated in the Integrated Computer Aided Manufacturing (ICAM) Definition (IDEF) modeling and gap analysis for one year with DFAS Pensacola. Based on the results of that review, SAF/FMP has endorsed moving to DWAS by 1 Oct 00 (FY01)

3. Alternatives considered:

A. Complete redesign of the current application software
B. Procurement of Commercial Off-the Shelf (COTS) accounting software.

4. Impact if not acquired: Without this project, the ISAG will continue to operate on the antiquated, batch-processing-based IFAS with higher operating costs and continue to be non-CFO Act compliant. DFAS has indicated it will take approximately 2.3 years to fully realize savings to offset the capital investment cost due to decreased operating expenses, meaning lower rates to the ISAG. This approach will avoid DFAS rate increases to cover the DWAS cost and accelerate ISAG movement to a CFO compliant system.

5. Regulatory implications - (local, state, and/or federal): Chief Financial Officers (CFO) Act 1990.

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: Enter Inter Plat

Item Description: MSG Enterprise Integration Platform

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.230	0.230	1	0.230	0.230

Item Justification/Impact if Not Provided:

1. Description and Purpose: MSG Enterprise Integration Platform

The MSG Enterprise Integration Platform is designed to establish an enterprise wide repository for MSG Information/Data/Documents. The Enterprise Platform manages documentation, official files, and all records created no matter what their native form. This project involves the building blocks for an engineering change for the MSG Network. The platform will allow the MSG network to run the next generation software. It will also provide better support to our customers by giving them continuous access to Software Process Improvement (SPI) standard tools. The platform will allow management of licensed software and will save money by buying fewer licensed copies and managing the copies we do have better.

2. Current deficiency/problem and how it is solved:

Currently, MSG expends numerous man-hours and dollars manually managing a host of software and assembling information/data. The MSG Infrastructure Plan provides the MSG with a "common" product work environment. This means that everyone accesses the same information and uses the same software. Efficiency and productivity is increased. This eliminates the need to maintain several copies of the same information in several locations. It also eliminates trying to keep all the data current and accurate at all times.

3. Alternatives considered: Status Quo

Enterprise Intergration Platform Purchase

4. Impact if not acquired:

If not funded, the MSG will lack a solid information infrastructure. Failure to implement this plan will result in continuing to exhaust precious man-hours and significant cost accumulation attempting to manage software packages/licenses and project future standardized software purchases. Funding this will provide efficiencies in reduced numbers of licensed software and having current generation software tools. With this repository, the MSG will be a much more efficient, productive, and better-informed Central Design Activity (CDA).

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA. The economic analysis Savings Investment Ration (SIT) is 1.18.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: Infrastructure-MSG

Item Description: MSG Infrastructure Upgrade - Space Renov

Capital Category: Equipment (Replacement)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.254	0.254	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: MSG Infrastructure Upgrade - Space Renovation

In 1998, HQ MSG/CC was directed, by HQ ESC/CC, to physically relocate and consolidate the entire MSG organization onto Wright-Patterson AFB, OH. Historically, the Headquarters Materiel Systems Group has been located in numerous on and off-base facilities. All directorates, other than REMIS, have been moved onto the installation. During Phase I, MSG, with help from the 88th CEG, was able to relocate approximately 450 persons from off-base locations to numerous buildings on WPAFB. These moves included the RDB office relocation to Bldg 20, AFEMS relocation to Bldg 262, and SC&D and DMMIS relocation to Bldg 280. However, the MSG is still geographically separated, occupying seven different buildings throughout the installation. Phase II's initial goal was to consolidate the MSG into one existing facility on WPAFB. It is the intent of MSG/CC to comply with ESC/CC's directive and relocate REMIS to WPAFB. This move is currently scheduled during the first quarter of FY05.

2. Current deficiency/problem and how it is solved:

Currently, all MSG offices, except for the REMIS office, are located on WPAFB, occupying six different buildings. Due to the increased number of organic and contractor personnel, the movement of REMIS to WPAFB is no longer a feasible option. At this time, MSG's short-term goal is to consolidate into three buildings. To do this, new MSG office space renovation and systems furniture is required. As the MSG endeavors to comply with HQ ESC/CC's direction, MSG must continue to burden the cost to purchase and relocate systems furniture. Funding this effort to consolidate the MSG will result in a savings of man-hours; those being exhausted in transit from one location to another.

3. Alternatives considered: Status Quo

Infrastructure Upgrade Purchase

4. Impact if not acquired:

If the MSG cannot fund these moves, we will not be in compliance with HQ ESC/CC's direction. And, will continue to be a split organization, operating seven different locations. This method of operation results in a sub-optimal, less efficient organization for WPAFB, HQ ESC, HQ AFMC, and our Air Force Working Capital Fund customers.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA. The economic analysis Savings Investment Ratio is 9.554.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: ISAG Budget/Price

Item Description: ISAG Budget/Price Development System

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.325	0.325	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: ISAG Budget/Price Development System

This capital purchases request is for (1) Re-host to Automated Budget Analysis/Centralized User System (ABACUS) - ISAG to ABACUS 3.0, (2) the completion of a requirements document to interface and use archive data from Industrial Fund Accounting System (IFAS) Budget Formulation and Execution Monitoring System (BFEMS), (3) interface and use data from the Defense Working Capital Fund Accounting System (DWAS), and (4) the development and implementation of ABACUS 3.0. This system will be used by Information Systems Activity Group (ISAG) personnel located at the Pentagon, HQ Electronics System Center, HQ Air Force Material Command, HQ Standard Systems Group, and HQ Material Systems Group. This system will be developed using appropriate Commercial Off the Shelf (COTS) software applications.

2. Current deficiency/problem and how it is solved:

Existing financial systems are no longer effective in support of budget build and price setting due to major changes in the Air Force Working Capital Fund (AFWCF) processes. A reengineering of the budget estimating systems and processes is required to improve timeliness, accuracy, and completeness of the AFWCF budget estimate submissions.

3. Alternatives considered: Status Quo
Purchase

4. Impact if not acquired:

If not funded, we will continue to use the current process that will result in inefficient resource management decisions affecting a $0.5 billion Air Force program.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: MSG VCTN Switch

Item Description: MSG VCTN, Hub, Switch, Network Upgrades

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.703	0.703	0	0.130	0.000	1	0.260	0.260

Item Justification/Impact if Not Provided:

1. Description and Purpose: MSG VCTN, Hub, Switch, Network Upgrade
The objective of the Information Systems Activity Group (ISAG) is to maximize application re-use across all systems and directly support the Defense Information Infrastructure Common Operating Environment (DII COE). The MSG Infrastructure Plan provides server relocation and consolidation, required network hubs, switches, racks, and modules required for interoperability with the 88th Communications Group established equipment standards. Global Combat Support System-Air Force (GCSS-AF) compliant servers are required to implement GCSS-AF mandated software and tools for compatibility. The ISAG five-year re-use strategy/objective is to accomplish the following: 1) migrate CDA Legacy Systems to a common GUI interface; 2) use Enterprise wide solutions; 3) standardize the Client/Server architecture; 4) standardize the data; 5) consolidate operational databases; and 6) use the Data Depot/Warehouse as the single "clean" source of information.

2. Current deficiency/problem and how it is solved:
Currently, the MSG does not meet the 88th Communications Group network "throughput" data transmission standards. The MSG Infrastructure Plan, based on GCSS-AF direction, is to build program code libraries to be used throughout the Central Design Activity. Implementation of this plan is based on a three-tier structure. The three tiers are: 1) Client, supporting the presentation of the data only; 2) Applications Server, which supports data manipulation and storage; and 3) data security. The network and servers provide the development environment necessary to implement software re-use across three development activities.

3. Alternatives considered: Status Quo
Network Upgrade Purchase

4. Impact if not acquired:
The infrastructure must be consolidated and updated to provide for the dynamic needs of the CDA development activity. Increased networking traffic has caused major delays and system congestion. Not funding this effort will continue to cause sub-standard performance and system delays. In addition, the CDA network will not meet the 88th Communications Group network "throughput" data transmission standards if the required network switches and hub upgrades are not completed.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: NetWork Servers

Item Description: MSG Application Developmt Network Servrs

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	1.590	0.000	1	1.375	1.375

Item Justification/Impact if Not Provided:

1. Description and Purpose: Development Network Servers
The MSG IT Infrastructure Plan includes application development network servers; Information Technology Application Center (ITAC) Lab Storage Area Network Server which will prove new technology prior to application to all MSG data systems.

2. Current deficiency/problem and how it is solved:
The MSG IT plan will solve several interoperability server problems by purchasing a Centralized Storage Area Network for email servers, a NT Server for MSG Data Warehouse Development and Decision Support System, a Quad Micro NT Server for each MSG development activity to provide a core development environment, and a Big Iron Router & Uplink which will connect the MSG development environment for the dynamic exchange of lessons learned and the use of exportable modules. The 3-Tier architecture separates the presentation portion of the application from the storage and manipulation of data. These tiers are: Client, supporting the presentation of data only; Applications Server, which supports data manipulation, storage; and data security.

3. Alternatives considered: Status Quo
Development Network Server Purchas

4. Impact if not acquired:
Failure to fund will result in the MSG not reducing future development cycles, thus increasing development costs and decreasing productivity and competitiveness with industry.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: PowerBuilder

Item Description: PowerBuilder

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.171	0.171	90	0.003	0.272	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: PowerBuilder
MSG is a Central Design Activity (CDA) and as part of their mission, re-engineers applications systems. This tool is the primary software used to develop and maintain the software in the MSG

2. Current deficiency/problem and how it is solved:
The current development software, PowerBuilder, is evolving at an accelerated basis; causing the CDA to have outdated, ineffective tools to complete the minimum necessary software development to support the users requirements. This tool is the primary software used to develop and maintain the software in the MSG.

3. Alternatives considered: Status Quo
PowerBuilder Purchas

4. Impact if not acquired:
Failure to have the proper tools in place will preclude the MSG from attaining CMM Level 3. CMM Level 3 is required to meet customer's requirements, increase productivity, and reduce MSG operating costs. Development and maintenance cost will continue to rise without this tool; thus making the MSG less competitive with industry. During the August 2000 attempt to be assessed at CMM Level 3, a major finding was the need for better configuration control. Failure to have the proper tools in place will preclude the MSG from attaining Capability Maturity Model (CMM) Level 3 when reassessed in 2002.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: PVCS

Item Description: PVCS

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.094	0.094	61	0.001	0.044	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: Polytron Version Control Software (PVCS)
PVCS is the current standard software configuration management tool that will facilitate software development for our development and maintenance efforts

2. Current deficiency/problem and how it is solved:
The MSG is a Central Design Activity (CDA) and as part of their mission, re-engineers applications systems. Software tools, servers, and reuse software components are required to perform CDA functions.

3. Alternatives considered: Status Quo
PVCS Purchas

4. Impact if not acquired:
Without PVCS, software efforts are at a higher risk of reworks caused by loss of configuration control. Development and maintenance cost will continue to rise without this tool; thus making the MSG less competitive with industry. During the August 2000 attempt to be assessed at CMM Level 3, a major finding was the need for better configuration control. Failure to have the proper tools in place will preclude the MSG from attaining Capability Maturity Model (CMM) Level 3 when reassessed in 2002. Therefore, this tool will help provide this necessary control to reduce software problem reports/deficiency reports to be corrected for the customer, slips in needed maintenance and development releases, and functionality provided to the user/war fighter, thus providing better configuration control.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: Spectrum

Item Description: Spectrum

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.910	0.910	1	1.000	1.000	1	0.500	0.500

Item Justification/Impact if Not Provided:

1. Description and Purpose: Spectrum
Spectrum Systems Development Architecture (SSDA) is the preferred software "re-use" tool for new development and reengineering. The SSDA tool will save scarce technical resources and reduce construction and sustainment of application software products and services by providing us with "re-use" capability.

2. Current deficiency/problem and how it is solved:
The MSG currently lacks sufficient "re-use" capability. Re-use will enable us to "re-use" existing software components, data components, data models, business functions, application architecture, test cases, and documentation for future applications. Re-use is the key to reducing future development cycles, thus reducing development costs and increasing productivity and competitiveness with industry.

3. Alternatives considered: Status Quo
Spectrum Software Purchas

4. Impact if not acquired:
Failure to fund will result in the MSG not reducing future development cycles, thus increasing development costs and decreasing productivity and competitiveness with industry.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: SW Developmt Tools

Item Description: Software Development Tools

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.395	0.000	1	1.775	1.775

Item Justification/Impact if Not Provided:

1. Description and Purpose: SW Development Tools
The MSG lacks a number of software tools critical to accomplishing modeling, tracking, programming, testing and development efforts. These functions are critical to meeting our customers needs and providing a level of service needed to generate appropriate levels of funding.

2. Current deficiency/problem and how it is solved:
MSG is a Central Design Activity (CDA) and as part of their mission, re-engineers applications systems. The Tech Refresh effort uses a standard software development environment. The tool-set includes a number of software tools critical to accomplishing modeling, tracking, programming, testing and development efforts.

3. Alternatives considered: Status Quo
Development Tools Purchas

4. Impact if not acquired:
Failure to have the proper tools in place will preclude the MSG from attaining CMM Level 3. This is necessary to attain and maintain industry standards. With the newer tools, the software development effort can be accomplished at lower cost to the customer.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA - Savings Investment Ratio (SIR) = 1.158

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Materiel Systems Group | June 2001

Item Name: Virtual Office

Item Description: Virtual Office

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.235	0.235	1	0.235	0.235

Item Justification/Impact if Not Provided:

1. Description and Purpose: Virtual Office
Virtual Office is an MSG Workforce Reshaping Initiative. Virtual Office will enable the MSG employees to work anywhere at anytime. Virtual Office provides the client with Video Teleconference (VTC) capability at the desktop.

2. Current deficiency/problem and how it is solved:
Currently, file sharing is non-existent unless attached to emails; creating large, cumbersome, files that use excessive amounts of computer/server memory and bandwidth. Desktop VTC capability is non-existent; creating difficulties when trying to solve complex problem via telephone/teleconferences. Individuals unable to access email while on convalescence. Virtual Office provides the capability to share files across the entire MSG. It provides the client with VTC capability at the desktop. It also provides the capability to send emails with "Virtual" attachments, saving space and bandwidth. It allows for management to provide offsite virtual office capability of an employee "work at home" project when valuable office space is not available or during an employee's convalescence.

3. Alternatives considered: Status Quo
Purchase Virtual Office Capabilit

4. Impact if not acquired:
Email will not be efficient and clients will not be able to communicate with other DoD components that have VTC desktop capability. Files that are not shared virtually will be sent via email further congesting email traffic. The capability of allowing employees, under certain circumstances, to continue their daily workload at an alternative site, would cut back on time lost to employees staying home with sick family members, being unavailable because of TDY, and other absences from the workplace. Government industry partners are currently conducting this type of program; lack of funding will prevent accessing our partners using this very efficient mode of communication.

5. Regulatory implications: None

6. EA is on file at HQ MSG/FMA

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Config Manage

Item Description: Config Management/ Modernization

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.150	0.150	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: CONFIGURATION MANAGEMENT/MODERNIZATION:
Category: Software Purchase of commercial off-the-shelf (COTS) software to provide standardized Configuration Management (CM) throughout the Software Factory.

2. Current Deficiency/problem and how it is solved: Reporting of system performance is currently done manually, which wastes time and delays the management process. Solution: Software Factory should purchase standard tools. This decision will allow SSG to increase productivity across the software factory and posture us for acquiring new business by providing the latest state of the art software development environment,

3. Alternatives considered: Configuration management software is a part of the standard suite of software described under the Software Tools Economic Analysis.

A. Status Quo
B. Purchase Standard set of Software tools

4. Impact if not acquired: Without this purchase, reporting of system performance will remain mostly manual. If not funded, important decisions on development will be hindered as customers await reports on system performance. The delivery of those reports will be greatly enhanced by this software and allow swifter decisions to be made.
Additionally, this purchase will minimize software development costs by eliminating the need to support many non-standardized software tool sets. Without standardization, the Software Factory cannot effectively train software developers in standard tool sets. As a result, this will prevent the Software Development Division from establishing a versatile pool of knowledgeable and skilled manpower, which could conceivably cost SSG approximately $25M in new business annually.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Corp Enter PC SW

Item Description: Corporate Enterprise PC Software

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.476	0.476	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

CORPORATE ENTERPRISE PC SOFTWARE: This initiative is a continuation of an FY99 start. Prior to this initiative, the Standard Systems Group did not have a standard software initiative. The Standard Systems Group could not centrally control or manage the number of software licenses which were being purchased. There was a danger that we could be in violation of software user licenses. This capability insures the legality and standardization of the bulk of software required by users. Impact if not Funded: We would be in violation of software user licenses. Also, a lack of standard, robust software would severely cripple the Network Control Division's ability to troubleshoot network problems and prevent users from supporting customers' mission requirements.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: CUBE Comm/Servers

Item Description: CUBE Comm/Servers

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.139	0.139	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

CUBE COMM/SERVERS: SSG/SW is responsible for testing all Combat Support Information Systems (CSIS) acquired, developed, and maintained by HQ SSG. New equipment will provide the capability to continue existing testing, to perform Consolidated Uniform Battlefield Environment (CUBE) and Defense Information Infrastructure Common Operating Environment (DII COE) certification testing, to meet the future requirements, and maintain controlled test environments. Tests are invalidated without the appropriate equipment.

If not funded: Applications shortfalls will not be identified in the earliest stages of developments which will significantly increase cost of post-development corrections.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Cust Supp Enhance

Item Description: Customer Support Enhancement

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.127	0.127	1	0.500	0.500	1	0.650	0.650

Item Justification/Impact if Not Provided:

1. Description and Purpose: CUSTOMER SUPPORT ENHANCEMENT
Category: ADPE. Provides for the replacement and upgrade of hardware for the Customer Support Division (CSD).

2. Current Deficiency/problem and how it is solved: In order for the Air Force Fusion Center, Air Force Network Operations Center and Field Assistance Branch personnel to provide Air Force leadership and System Program Offices operational information in a timely manner, certain equipment is needed. Solution: Upgrade our presentation equipment with current technology.

3. Alternatives considered:

A. Retain the status quo, which is to continue to use current equipment.

B. Upgrade our presentation equipment with current technology

C. Provide a partial upgrade of hardware

D. Lease equipment

4. Impact if not acquired: With the upcoming move of the CSD to building 856 and the Defense Messaging System (DMS)/Air Force Network Operations Center (AFNOC) personnel consolidation into building 857, the impact of not making this capital upgrade would be to have the Communications Group run two wires for each user moving into building 856 and relocate wires supporting DMS. The labor and wiring costs associated with this would be very large. Additionally, the new Air Force Portal project, with a potential user base of 1.2 million users who may hit the web-based Portal multiple times a day, poses a potentially huge call volume into the FAB as the system is implemented in FY01. These upgrades are critical to ensuring field customer support.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Customer Supp Enha

Item Description: Customer Support Enhancement

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.135	0.135	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

CUSTOMER SUPPORT ENHANCEMENT: Provides for the replacement and upgrade of software for the Field Assistance Branch (FAB). Currently the Customer Support Division has little capability to achieve basic requirements levied by Air Staff, AFCA, and SSG leadership. These requirements for integrated measurement and management tools cannot be waived. Therefore, if we don't have the upgrades we will not be able to meet basic requirements.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Data/Video Sys Equ

Item Description: Data/Video System

Capital Category: Equipment (New Mission)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.012	0.012	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

DATA VIDEO SYSTEM: Standard Systems Group currently has minimum "centrally managed" Data/Video systems. This has become a problem with standardization of such systems across the organization resulting in a degradation of customer support. This capability will allow the organization to design, develop and deliver standard centrally managed systems to provide real-time sharing/collaboration of data and information. Impact if not Funded: The organization will not have functional Data/Video capabilities to support the customer needs, hampering communication between the Standard Systems Group, customers and users. Without the supporting equipment, this portion of the Network upgrade will be inoperable. This was part of a FY00 reprogramming action.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Data/Video System

Item Description: Data/Video System

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.281	0.281	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

DATA/VIDEO SYSTEM: Standard Systems Group currently has minimum "centrally managed" Data/Video systems. This has become a problem with standardization of such systems across the organization resulting in a degradation of customer support. This capability will allow the organization to design, develop and deliver standard centrally managed systems to provide real-time sharing/collaboration of data and information. Impact if not Funded: The organization will not have functional Data/Video capabilities to support the customer needs, hampering the communication between the Standard Systems Group, customers and users. Part of a FY00 re-programming action.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Devel Envir/Compil

Item Description: Development Environments and Compilers

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost	Item Quantity	Item Cost	Total Cost
0	0.000	0.000	1	0.100	0.100	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: DEVELOPMENT ENVIRONMENTS & COMPILERS
Category: Software. Software Factory Development and Maintenance Division needs funding to purchase commercial off-the-shelf (COTS) software and set up an area that can be used to standardize its Rapid Prototyping needs.

2. Current Deficiency/problem and how it is solved: A major problem area in today's Information Technology industry is the use of many different development computation models. Much time and money is lost when each component/system being designed has to be completed by different entities. A standardized area could be used for a broad range of applications including real-time systems and hardware/software co-design so the designer can focus on the problem and not the tools. Another use for this area would be in web-enabled simulation, and debugging. This development environment would also need software development tool sets. By centralizing the use of these tools, money would be saved in software licensing and training for individual use. Solution: Software Factory should purchase standard software tools.

3. Alternatives considered: DEVELOPMENT ENVIRONMENTS & COMPILERS
is a part of the standard suite of software described under the Software Tools Economic Analysis.

A. Status Quo
B. Purchase Standard set of Software tools

4. Impact if not acquired: Without this purchase, software development costs will increase due to the need to support many non-standardized software tool sets. Funding will have to increase for current projects and delivery times will be negatively impacted. Without standardization, the Software Factory cannot effectively train software developers in standard tool sets. As a result, this will prevent the Software Development Division from establishing a versatile pool of knowledgeable and skilled manpower. If not funded, the development environment, could conceivably cost SSG approximately $25M in new business annually.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: DWAS

Item Description: Defense WCF Accountint System (DWAS)

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	2.200	2.200	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: Defense Working Capital Fund Accounting System (DWAS)
Category: Software. The Defense Finance & Accounting Services (DFAS) intends to convert IFAS users to the Defense Working Capital Fund Accounting System (DWAS) in order to operate on a modern accounting system, which provides true funds control, with lower operating costs and is CFO Act compliant.

2. Current Deficiency/problem and how it is solved:
The HQ AFMC Management Control Program FY99 Report identifies the current Information Systems Activity Group (ISAG) accounting system, the Industrial Fund Accounting System (IFAS), as a material weakness. It is non-Chief Financial Officer (CFO) Act compliant and does not provide true funds control. While initial efforts were geared toward implementation of DWAS by 1 October 2000, DFAS now has indicated capital funding is not available to implement DWAS until FY03. Solution: Procurement of COTS accounting software. This project will provide capital funds to make implementation of DWAS available in FY01. This system has been thoroughly reviewed by ISAG functional representatives who participated in the Integrated Computer Aided Manufacturing (ICAM) Definition (IDEF) modeling and gap analysis for one year with DFAS Pensacola. Based on the results of that review, SAF/FMP has endorsed moving to DWAS by 1 Oct 00 (FY01)

3. Alternatives considered:

A. Complete redesign of the current application software
B. Procurement of Commercial Off-the Shelf (COTS) accounting software.

4. Impact if not acquired: Without this project, the ISAG will continue to operate on the antiquated, batch-processing-based IFAS with higher operating costs and continue to be non-CFO Act compliant. DFAS has indicated it will take approximately 2.3 years to fully realize savings to offset the capital investment cost due to decreased operating expenses, meaning lower rates to the ISAG. This approach will avoid DFAS rate increases to cover the DWAS cost and accelerate ISAG movement to a CFO compliant system.

5. Regulatory implications - (local, state, and/or federal): Chief Financial Officers (CFO) Act 1990.

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Elec Doc Manag Sys

Item Description: Electronic Document Management System

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.500	0.500	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: ELECTRONIC DOCUMENT MANAGEMENT SYSTEM (EDMS) Category: ADPE. Automated system to manage records throughout the information lifecycle.

2. Current Deficiency/problem and how it is solved:
Currently, Standard Systems Group does not have an automated system to manage records throughout the information lifecycle. Solution: EDMS purchase will also allow for organizational standardization to effectively manage the large volume of documents created via electronic means. This capability will also allow the receipt and/or transmission of daily intelligence reports and other classified information processing needs. EDMS will allow SSG to electronically route, assign, and track work (tasking) and report status of all activity.

3. Alternatives considered: ELECTRONIC DOCUMENT MANAGEMENT SYSTEM (EDMS) is a part of the standard suite of ADPE & Telecomm described under the SSG Local Area Network Upgrade Economic Analysis.

A. Status Quo
B. Lease
C. Purchase

4. Impact if not acquired:. The lack of organizational standardization would not effectively manage the large volume of documents created via electronic means. Without this capability, the receipt and/or transmission of daily intelligence reports and other classified information processing needs is not possible, causing unnecessary delays in urgent reporting to management and possible delay of distribution of sensitive material.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: JLIMS

Item Description: Labor Accounting System Upgrade

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.267	0.267	1	0.450	0.450	1	0.450	0.450

Item Justification/Impact if Not Provided:

1.Description and Purpose: JOINT LABOR INTERFACE MANAGEMENT SYSTEM (JLIMS) Category: Software. The purpose is to develop JLIMS into a stand-alone system with multi-ability interface capabilities. JLIMS will provide users a labor tracking and personnel data system with front-end edits and user-friendly ease. JLIMS also supports SSG interface requirements to the Defense Finance and Accounting Service financial accounting system, the Defense Civilian Payroll System and with the Industrial Fund Cost Accounting System.

2. Current Deficiency/problem and how it is solved: The current JLIMS does not have adequate reporting and interfacing capabilities to support the HQ SSG organization and financial structure. Under the current system, all adjustments must be accomplished manually causing an opportunity for more errors. The current system also does not provide adequate reports for upper management oversight into labor costs. Solution: Enhanced versions of JLIMS would provide the capability for labor hour adjustments to interface automatically into IFAS and DWAS. JLIMS report capability would also be enhanced to provide management with a point and click type of reporting.

3. Alternatives considered:

A. Status Quo
B. Enhance JLIMS, Develop/Purchase Financial Tools

4. Impact if not acquired: Without the JLIMS enhancement and development/purchase of financial software tools, adequate reporting capabilities to support the HQ SSG organization and financial structures will not exist. Performance problems would continue to persist at HQ SSG. Labor reporting would continue to be based on data retrieved from the DFAS accounting system (currently IFAS). Since the IFAS system is being phased out and the capabilities of the DFAS replacement accounting system (assumed to be DWAS) are not yet completed, our ability to create labor reports in FY01 is in jeopardy. The current system does not provide management level information. This management level information must then be obtained through other labor-intensive efforts. Additionally, by not removing JOCAS as the backbone of JLIMS, we will continue to have the liability and overhead of using JOCAS and its associated connection to Oracle 7.2, which creates performance and security problems.

5. Regulatory implications - (local, state, and/or federal): Chief Financial Officers (CFO) Act 1990.

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: JLIMS Improvements

Item Description: JLIMS Improvements

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.114	0.114	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

JLIMS IMPROVEMENTS: JLIMS is the ISAG Time and Attendance System for pay and billing purposes. This effort is to support/replace the current system that has performance and hardware problems. We are experiencing reporting problems due to aging hardware which must be replaced to the Web based implementation beginning July 00 at SSG and MSG. Without this improvement SSG will not have the ability to accomplish bi-weekly closeouts and transfer payroll and IFAS files to DFAS-Pensacola.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: LAN Testbed

Item Description: Test Enviroment Upgrade

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.636	0.636	1	0.400	0.400	1	0.665	0.665

Item Justification/Impact if Not Provided:

1. Description and Purpose: TEST ENVIRONMENT UPGRADE (Communications Environment Test Laboratory (CETL), Server & Micro Labs)Category: ADPE. The Test and Evaluation Division is responsible for testing all Automated Information Systems (AIS) acquired, developed, and maintained by HQ SSG. SWT has been the sole independent testing agency supporting the modernization efforts of all supported AIS's. The Communications Environment Test Laboratory (CETL) has the critical mission of testing and releasing all automated information systems (AIS) acquired, developed, and maintained by HQ SSG.
2. Current Deficiency/problem and how it is solved:
Current Server lab equipment used to evaluate HP systems is quickly becoming insufficient to meet current requirements. 25 percent of HP systems evaluated by SWT are evaluated in an unisolated, unsanitized, and undedicated environment, using equipment utilized by developers and functional users. Current Micro lab equipment used to evaluate Micro and Client systems is insufficient to meet current requirements. Over 50 percent of the PCs in the Micro lab are four years old or older which is well beyond the three-year life cycle for PCs. Currently, the test facility, CETL, is behind in communication technology fielded throughout DoD. The current situation is deemed infeasible because the current means of testing applications will not have the ability to test emerging enterprise technology prior to fielding. This would prevent the completion of the primary objective, to prevent the detection of Automated Information Systems (AIS)/network infrastructure problems before being introduced to the field.
Solution: The purchase of new equipment would upgrade the Server lab, Micro lab and CETL resources, providing a controlled, configurable, and completely observable test environment. These hardware and software upgrades will keep the lab current with the technology fielded throughout the Air Force, ensure AIS's are tested in an environment, which emulates the operational environment, and identify any possible implementation problems before negative impacts to operational bases worldwide.
3. Alternatives considered:
A. Status Quo
B. Purchase the Server lab and Micro lab equipment and upgrade the CETL resources.
4.Impact if not acquired: Existing resources are quickly becoming insufficient to support current and known future requirements. Degradation will continue because SWT will be unable to support testing of additional HP server or Micro client systems. Additionally, if the labs are not upgraded, HQ SSG will be unable to meet the following goals, as stated in the HQ SSG CONOPS:
(1) Maintain a development cycle time of 12 months or less for new starts and major modifications.
(2) In a partnership with the respective ISPOs, provide complete life cycle support to include systems integration.
(3) Enhance the existing SSG test, demonstration environments, and processes to support the ESC CUBE enabling the Software Factory to field integrated and interoperable Command and Control support systems.
If the CETL lab does not receive upgrades to keep pace with technology, HQ SSG will be unable to maintain a development cycle time of 12 months or less for new starts and major modifications
5. Regulatory implications - (local, state, and/or federal): None
6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: LAN Upgrade

Item Description: LAN Upgrade

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	1	1.018	1.018

Item Justification/Impact if Not Provided:

1. Description and Purpose: LAN UPGRADE. Category: ADPE & Telecomm. The Standard Systems Group is responsible for implementing and maintaining Classified and Unclassified Local Area Network Communications. HQ SSG has requirements for fast resolution of network addresses for internal and external customers, and high-speed throughput of messages and data into and out of the HQ SSG network customer information repositories.

2. Current Deficiency/problem and how it is solved: HQ Standard Systems Group has identified the following areas requiring implementation, replacement and/or upgrade: Communciations Infrastructure, Electronic Document Management System (EDMS), Super Servers, and Network Security Hardware. Solution: HQ Standard Systems Group should procure, implement, replace and/or upgrade the following areas: Communciations Infrastructure, FY 02 and FY 03, Electronic Document Management System (EDMS), FY02 and FY 03, Super Servers, FY 02, and Network Security Hardware, FY 02 and FY 03.

C. Alternatives considered:

A. Status Quo
B. Leasing
C. Purchase

4. Impact if not acquired: If additional funding is not approved for this effort, the capabilities offered by the Local Area Network will not be deliverable to the customer, or, capabilities may be available at a degraded rate. This degraded performance will lessen Standard System Group's ability to provide mission essential support to our customer base. Additionally, HQ SSG would fail to be in compliance with DoD, AF and AFMC directives concerning network management/security, software license control, records management, operationalizing and professionalizing the network.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: LAN Upgrade Equip.

Item Description: LAN Upgrade

Capital Category: Equipment (Replacement)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	1	0.512	0.512

Item Justification/Impact if Not Provided:

1. Description and Purpose: LAN UPGRADE Category: Non-ADPE Equipment. SSG has programmed and is anticipating execution of a MILCON project to construct the Integrated Operational Support Facility in FY 02. The occupants of this new facility, including the Field assistance Branch and the AF Network Operations Center, require Uninterruptible Power Supply (UPS) back-up for mission accomplishment.

2. Current Deficiency/problem and how it is solved: The designated occupying organizations are presently in Building 857 and are provided UPS support to allow successful mission completion. The existing UPS supports the entire facility and cannot be relocated. Solution: HQ Standard Systems Group should purchase and have installed a 400 KVA Uninterruptible Power Supply (UPS) for the Integrated Operational Support Facility.

3. Alternatives considered:
A. Status Quo
B. Purchase

4. Impact if not acquired: This alternative provides no means of immediate back-up power to the Integrated Operational Support Facility in the event of a power outage. During the time needed for the back-up generators to start-up and synchronize, systems will crash and data will be corrupted. A massive recovery effort would then be required. This would eventually lead to substantial costs and degradation of the mission.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: LAN Upgrade SW

Item Description: LAN Upgrade

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	1	0.769	0.769

Item Justification/Impact if Not Provided:

1. Description and Purpose: LAN UPGRADE, Category: Software. The Standard Systems Group is responsible for implementing and maintaining Classified and Unclassified Local Area Network Communications. HQ SSG has requirements for fast resolution of network addresses for internal and external customers, high-speed throughput of messages and data into and out of the HQ SSG network customer information repositories, standardized desktop software technology, document management, and enterprise management.

2. Current Deficiency/problem and how it is solved: HQ Standard Systems Group has identified the following areas requiring implementation, replacement and/or upgrade: Communciations Infrastructure, Network Security Software, Electronic Document Management System (EDMS), Corporate Enterprise PC Software, and Standard Server Software. Solution: HQ Standard Systems Group should procure, implement, replace and/or upgrade the following areas: Communciations Infrastructure, FY 02, Network Security Software, FY 02 AND FY 03 Electronic Document Management System (EDMS), FY 02 AND FY 03, Corporate Enterprise PC Software, FY 02 AND FY 03 and Standard Server Software FY 02.

3. Alternatives considered:
A. Status Quo
B. Leasing
C. Purchase

4. Impact if not acquired: Without the supporting software, this portion of the Network upgrade will be inoperable and the capabilities offered by the Local Area Network will not be deliverable to the customer or, capabilities may be available at a degraded rate. This degraded performance will lessen Standard System Group's ability to provide mission essential support to our customer base.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: MIS Upgrade

Item Description: Management Information System Upgrade

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.100	0.100	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: Management Information System (MIS) Upgrade
Category: Software. Provides for the modernization of software for the management information system (MIS) used by the Software Factory and to expand its use by Electronics Systems Center.

2. Current Deficiency/problem and how it is solved: A major problem area in today's Information Technology industry is the use of many different development computation models. Much time and money is lost when each component/system being designed has to be completed by different entities. A standardized area could be used for a broad range of applications including real-time systems and hardware/software co-design with a focus on specific modeling and design problems so the designer can focus on the problem and not the tools. Management information system (MIS) would be a valuable part of the software development tool set. By centralizing the use of these tools, money would be saved in software licensing and training for individual use. Solution: Software Factory should purchase standard software tools.

3. Alternatives considered: Management Information System (MIS) Upgrade is a part of the standard suite of software described under the Software Tools Economic Analysis.

A. Status Quo
B. Purchase Standard set of Software tools

4. Impact if not acquired: Without this purchase, software development costs will increase due to the need to support many non-standardized software tool sets. Funding will have to increase for current projects and delivery times will be negatively impacted. Without standardization, the Software Factory cannot effectively train software developers in standard tool sets. As a result, this will prevent the Software Development Division from establishing a versatile pool of knowledgeable and skilled manpower. If not funded, the development environment, could conceivably cost SSG approximately $25M in new business annually.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Network Sec HW

Item Description: Network Security Hardware

Capital Category: Equipment (Replacement)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.100	0.100	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

NETWORK SECURITY HARDWARE: Today's Local Area Network capabilities are under continual "attack" from numerous sources with some using advanced attacking tools. Network Security regulations require that all Local Area Networks be protected and secure from such attacks. Impact if not Funded: If additional funding is not approved for this effort, the capabilities offered by the Local Area Network will not be protected against outside aggression and jeopardize security of the Network, user productivity, and the integrity, availability and confidentiality of information.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Network Sec SW

Item Description: Network Security HW/SW

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.020	0.020	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

NETWORK SECURITY HARDWARE/SOFTWARE: Today's Local Area Network capabilities are under continual "attack" from numerous sources and advanced attacking tools. Network Security regulations require that all Local Area Networks be protected and secure from such attacks. Without the supporting software, this portion of the Network upgrade will be inoperable. Impact if not Funded: If additional funding is not approved for this effort, the capabilities offered by the Local Area Network will not be protected against outside aggression and jeopardize security of the Network, user productivity, and the integrity, availability and confidentiality of information.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: RCDBS

Item Description: Resource Control Database

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.549	0.549	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

RESOURCE CONTROL DATABASE (RCDB): We need support of the required interfaces to the DWAS, which will provide centralized controls in place of the current process used. The RCDB system will track plans, expenses, revenues, labor, variances, and perform error checking throughout the system; creating an ISAG enterprise platform that will standardize and clean financial data eliminating duplication of data. Includes purchase of DWAS modules not funded by DFAS, which would include the Planning/Purchase/TRavel. Modules will provide GUI input/output screens, ad hoc reporting capabilities, and real time briefing capabilities. Impact: We will not be able to provide our customer with timely and accurate management and financial data at a reasonable cost.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: SIPRNET

Item Description: Secret Internet Protocol Router Network

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.195	0.195	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

SIPRNET: Currently no capability exist in the organization for a classified Local Area Network. This capability will allow the receipt and/or transmission of daily Intel reports, and other classified information processing needs. Included is an enterprise management system to provide real-time analysis and diagnostics. This initiative provides the capability to manage the numerous Local Area Network capabilities as a corporate enterprise. Impact if not Funded: Standard Systems Group will not have the capability to meet classified mission requirements resulting in mission failure.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: SIPRNET-SW

Item Description: Secret Internet Protocol Router Network

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.013	0.013	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

SIPRNET: Currently no capability exist in the organization for a classified Local Area Network. This capability will allow the receipt and/or transmission of daily Intel reports, and other classified information processing needs. Included is an enterprise management system to provide real-time analysis and diagnostics. This initiative provides the capability to manage the numerous Local Area Network capabilities as a corporate enterprise. Impact if not funded: Without the supporting software, this portion of the Network upgrade will be inoperable. Standard Systems Group will not have the capability to meet classified mission requirements resulting in mission failure.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Software Dev Tool

Item Description: Software Development Tools

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.261	0.261	1	0.200	0.200	1	0.600	0.600

Item Justification/Impact if Not Provided:

1. Description and Purpose: SOFTWARE DEVELOPMENT TOOLS
Category: Software. In order to provide standardization throughout the Software Factory, the purchase of commercial off-the-shelf software (COTS) tools is necessary. Additionally, by centralizing the use of these software development tools, money would be saved in software licensing and training for individual use.

2. Current Deficiency/problem and how it is solved: A major problem area in today's Information Technology (IT) industry is the use of heterogeneous mixtures of models of computation. Much time and money is lost when each component/system being designed has to be completed by different entities. This area could be used for a broad range of applications including real-time systems and hardware/software so the designer can focus on the problem and not the tools. Solution: Purchase standard set of software tools

3. Alternatives considered: SOFTWARE DEVELOPMENT TOOLS
is a part of the standard suite of software described under the Software Tools Economic Analysis.

A. Status Quo
B. Purchase Standard set of Software tools

4. Impact if not acquired: Without the identified capital investment, the Software Factory will fall behind in advanced technology capabilities, which in turn inhibit our ability to acquire and retain software development efforts throughout the Air Force and DoD. We will not be able to support current ongoing efforts using state-of-the-art technology, nor support Amiss that depend on continuous software upgrades and customer support to sustain them. This will jeopardize our competitive Central Design Activity position and impact incoming revenue needed to sustain operations. Without this purchase, software development costs will increase due to the need to support many non-standardized software tool sets. Funding will have to increase for current projects and delivery times will be negatively impacted. Without standardization, the Software Factory cannot effectively train software developers in standard tool sets. As a result, this will prevent the Software Development Division from establishing a versatile pool of knowledgeable and skilled manpower. If not funded, the development environment, could conceivably cost SSG approximately $25M in new business annually.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Std Desktop SW

Item Description: Standard Desktop Software

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.597	0.597	0	0.000	0.000

Item Justification/Impact if Not Provided:

1.Description and Purpose: STANDARD DESKTOP SOFTWARE
Category: Software. The purpose of standard desktop software is to provide HQ SSG users with the ability to collaborate, access, distribute and share group and corporate information in a cost effective, scalable, standards based enterprise-wide environment, and to eliminate computer communication deficiencies.

2. Current Deficiency/problem and how it is solved: . Lack of standard and robust desktop software is severely crippling the Network Control Division's ability to troubleshoot network problems and prevents HQ SSG Local Area Network users from efficiently supporting HQ SSG's customers worldwide. This requirement supports the mandatory goals for financial efficiency, effective operations, facilitation for implementing the information technology architecture, required by the Information Technology Management Reform Act, the AF Chief Information Officer and HQ AFMC/SC. Solution: Purchase standard desktop software. This purchase will insure SSG is up to date in software technology and increase productivity with centralized development.

3. Alternatives considered: STANDARD DESKTOP SOFTWARE is a part of the standard suite of ADPE & Telecomm described under the SSG Local Area Network Upgrade Economic Analysis.

A. Status Quo
B. Lease
C. Purchase

4. Impact if not acquired: Lack of standard and robust desktop software would continue to severely cripple the Network Control Division's ability to troubleshoot network problems and prevent HQ SSG Local Area Network users from efficiently supporting HQ SSG's customers worldwide. If STANDARD DESKTOP SOFTWARE is not purchased, costs will increase as uncentralized development cannot take advantage of technology progress and lower costs to customers.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Std Server SW

Item Description: Standard Server Software

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	1	0.181	0.181	0	0.000	0.000

Item Justification/Impact if Not Provided:

1. Description and Purpose: STANDARD SERVER SOFTWARE
Category: Software. This software is required to continue the transition from the stovepipe systems to open system client and server software both in development and target systems.

2. Current Deficiency/problem and how it is solved: HQ SSG needs to consolidate and standardize the multiple functional server environments now in use by our customers. This server system software requirement will satisfy that need and provide the baseline capabilities to achieve the economies of scale necessary for HQ SSG to remain competitive and excel in the DoD Central Design Activity business environment. Solution: Purchase standard desktop software. These purchases support client and server networking software (Microsoft Exchange, Microsoft SQL, other utilities, etc.) required for communications connectivity to, and interoperability with, the HQ SSG LAN. Standard Server Software.

3. Alternatives considered: STANDARD SERVER SOFTWARE is a part of the standard suite of ADPE & Telecomm described under the SSG Local Area Network Upgrade Economic Analysis.

A. Status Quo
B. Lease
C. Purchase

4. Impact if not acquired: Without the supporting software, this portion of the LAN Network upgrade will be inoperable. Lack of this capability will eventually cripple the Network Control Center's ability to effectively and efficiently manage the Network. Lack of standard and robust desktop software would continue to severely cripple the Network Control Division's ability to troubleshoot network problems and prevent HQ SSG Local Area Network users from efficiently supporting HQ SSG's customers worldwide. If STANDARD SERVER SOFTWARE is not purchased, costs will increase as uncentralized development cannot take advantage of technology progress and lower costs to customers.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Super Servers

Item Description: SUPER SERVERS

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.075	0.075	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

SUPER SERVERS: The Standard Systems Group Local Area Network is continually driven to higher standards of state-of-the-art capabilities such as Dynamic V-LAN, QoSm Virtual Private Network. These requirements drive the server hardware and sofware capabilities as well. Part of FY00 reprogramming.

Impact if not funded: If additional funding is not approved for this effort, the capabilities offered by the Local Area Network will not be deliverable to the customer, or, capabilities may be available at a degraded rate.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Super Servers Equ.

Item Description: Super Servers

Capital Category: Equipment (Productivity)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.009	0.009	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

SUPER SERVERS: Super Server Equipment (Raid Cages/Racks) The Standard Systems Group Local Area Network is continually driven to higher standards of state-of-the-art capabilities such as Dynamic V-LAN, QoS, Virtual Private Network. The requirements drive the server hardware and software capabilities as well. Impact if not Funded: Without the supporting equipment, this portion of the Network upgrade will be inoperable. Scalability limitations and bottlenecks will eventually cripple the Network and prevent users from efficiently supporting their customers.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: Super Servers SW

Item Description: Super Servers

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.031	0.031	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

SUPER SERVERS: The Standard Systems Group Local Area Network is continually driven to higher standards of state-of-the-art capabilities such as Dynamic V-LAN, QoS, Virtual Private Network. These requirements drive the server hardware and software capabilites as well. Impact if not Funded: Without the supporting equipment, this portion of the Network upgrade will be inoperable. Scalability limitations and bottlenecks will eventually cripple the Network and prevent users from efficiently supporting their customers. Without the supporting software, this portion of the Network upgrade will be inoperable. This item is part of the LAN Upgrade.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: SWT Test Tools

Item Description: SWT Test Tools

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
0	0.000	0.000	0	0.000	0.000	1	0.130	0.130

Item Justification/Impact if Not Provided:

1. Description and Purpose: SWT TEST TOOLS. Category: Software. The Test and Evaluation Division is responsible for testing all Automated Information Systems (AIS) acquired, developed, and maintained by HQ SSG. SWT has been the sole independent testing agency supporting the modernization efforts of all supported AIS's SWT Micro Lab equipment is used to evaluate Micro and Client systems

2. Current Deficiency/problem and how it is solved: Over 50 percent of the PC's in the SWT Micro Lab are four years old or older which is well beyond the three-year life cycle for PC's. With processor and hardware requirements for micro and client system testing increasing, and unavoidable failures of the existing aging hardware, the SWT Micro lab will not be able to support the required systems testing without this capital investment. The purchase of additional hardware for the performance lab will keep the test activity current with technology fielded throughout the Air Force, provide the flexibility to reconfigure test environments while minimizing the impact on developmental cycle time, and ensure AIS's are tested in an environment, which closely emulates the operational system environment. Solution: Purchase the necessary software and software tools, FY 02.

3. Alternatives considered:
   A. Status Quo
   B. Build/Purchase Softw are Testing Tools (Tool Purchase)

4. Impact if not acquired: If labs are not upgraded, HQ SSG will be unable to maintain a developmental cycle time of 12 months or less for new starts and major modifications. Applications involving Software Testing Tools will not have any further support and advancement of the technical skills and comprehension will stagnate. Universal momentum of implementing Software Testing Tools throughout the testing cycle will falter.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: System Furniture

Item Description: System Furniture

Capital Category: Equipment (Replacement)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
307	0.004	1.075	290	0.004	1.073	1	1.108	1.108

Item Justification/Impact if Not Provided:

1. Description and Purpose: SYSTEM FURNITURE
Category: Non-ADPE. The Civil Engineering Branch continually replaces all Systems Furniture, within SSG facilities, that is 12 years old or older. HQ SSG is in the final year of a furniture replace plan. The existing furniture is 15 years old and has reached the end of its useful life.

2. Current Deficiency/problem and how it is solved: HQ SSG is in the process of programming a new facility. The facility would house communications programs such as customer service functions for all AF standard software systems, AF Network Operations Center, AF Defense Messaging System, and the AF E-Mail Portal initiative. By FY03, the furniture in Building 856, Phase II will be 14 years old and will have reached the end of its useful life. Solution: Purchase furniture.

3. Alternatives considered:
A. Three Year Furniture Lease
B. Five Year Furniture Lease
C. Furniture Purchase

4. Impact if not acquired: Furniture is worn and becomes easily broken after it's useful life. This will result in reduced productivity and quality of work environment. This could also result in injury to personnel and other government property. If furniture is not in place in the new mission facility, the facility would not be useable for mission requirements and result in mission stoppage of these critical AF programs. Part of FY00 reprogramming.

5. Regulatory implications - (local, state, and/or federal): None

6. EA is on file at HQ SSG/FMA.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: UPS Replacement

Item Description: UPS Replacement of Bldg 856 Computer Rm

Capital Category: ADPE & Telecomm

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.174	0.174	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

UPS REPLACEMENT FOR BLDG 856 COMPUTER ROOM: Current UPS units are old and maintenance on these units is increasingly expensive. The units also have no communications capability to inform network servers of problems that would allow them to shut down in the event that the emergency generator did not start and batteries are draining. This capability will allow such action and keep resources available.
Impact if not Funded: Maintenance costs will continue to rise and the possibility of a UPS failure that requires replacement increases with each year. A disruption to customers would effect our mission.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

Capital Budget Input Report

Air Force Working Capital Fund

FUND9B | Information Services Activity Group | FY 2002 Amended Budget Submission

(Dollars in Millions) | Standard Systems Group | June 2001

Item Name: UPS Replacement SW

Item Description: UPS Replacement for Bldg 856 Computer Rm

Capital Category: Software Development (Externally developed)

2000 AC			2001 AP			2002 R		
Item Quantity	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**	**Item Quantity**	**Item Cost**	**Total Cost**
1	0.001	0.001	0	0.000	0.000	0	0.000	0.000

Item Justification/Impact if Not Provided:

UPS REPLACEMENT FOR BLDG 856 COMPUTER ROOM: Current UPS units are old and maintenance on these units is increasingly expensive. The units also have no communications capability to inform network servers of problems that would allow them to shut down in the event that the emergency generator did not start and batteries are draining. This capability will allow such action and keep resources available.
Impact if not Funded: Maintenance costs will continue to rise and possibility of a UPS failure that requires replacement increases with each year. A disruption of services to customers would effect our mission.

This item is supported by an economic analysis as specified in the DoD Financial Management Regulation, Volume 11, Chapter 58.

$ in Millions

Air Force Working Capital Fund
Information Services Activity Group
FY 2002 AMENDED BUDGET SUBMISSION

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
ADPE & Telecom						
00	Network Security Hardware/Software		0.100	0.100	0.000	
00	Super Servers		0.075	0.075	0.000	
00	Consolidated Uniform Battlefield Environment Comm Servers		0.139	0.139	0.000	
00	Customer Support Enhancement		0.127	0.127	0.000	
00	Test Environment Upgrade		0.636	0.636	0.000	
00	Data Video System		0.281	0.281	0.000	
00	SIPRNET/Enterprise Mgt. System		0.195	0.195	0.000	
00	UPS Replacement for B856 Comp. Room		0.174	0.174	0.000	
00	JLIMS Improvements		0.114	0.114	0.000	
00	MSG VTCN Hub,Switch, LAN		0.300	0.300	0.000	
00	ADPE Infrastructure - Relocate MSG Computer Room		0.420	0.420	0.000	
	Total		2.561	2.561	0.000	
Software						
00	JLIMS		0.267	0.267	0.000	
00	RCDB/DWAS		0.549	0.549	0.000	
00	Super Servers		0.031	0.031	0.000	
00	UPS Replacement for B856 Comp Room		0.001	0.001	0.000	
00	Network Security HW/SW		0.020	0.020	0.000	
00	SIPRNET/Enterprise Mgt. System		0.013	0.013	0.000	

$ in Millions

Air Force Working Capital Fund
Information Services Activity Group
FY 2002 AMENDED BUDGET SUBMISSION

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
	Customer Support					
00	Enhancement		0.135	0.135	0.000	
	Corporate Enterprise PC					
00	Software		0.476	0.476	0.000	
00	SW Development Tools		0.261	0.261	0.000	
00	Spectrum		0.910	0.910	0.000	
00	Powerbuilder		0.200	0.200	0.000	
00	PVCS		0.070	0.070	0.000	
	Total		**2.933**	**2.933**	**0.000**	
Non-ADPE & Telecom						
00	Systems Furniture		1.075	1.075	0.000	
00	Super Servers		0.009	0.009	0.000	
00	Data Video System		0.012	0.012	0.000	
	Total		**1.096**	**1.096**	**0.000**	
	FY00 Total		**6.590**	**6.590**	**0.000**	

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
ADPE & Telecom						
	Electronic Document					Reassessment of requirements have yielded
01	Management System		0.500	0.100	(0.400)	price adjustments.
	Customer Support					Reassessment of requirements have yielded
01	Enhancement		0.500	0.650	0.150	price adjustments.
	Test Environment					
01	Upgrade		0.400	0.400	0.000	
	Network Security					
01	Hardware/Software		0.000	0.120	0.120	Proposed Reprogramming
01	Storage Area Networks		0.000	0.185	0.185	Proposed Reprogramming
	Communication					
01	Infrastructure		0.000	0.035	0.035	Proposed Reprogramming

$ in Millions

Air Force Working Capital Fund
Information Services Activity Group
FY 2002 AMENDED BUDGET SUBMISSION

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
01	Enterprise Management System		0.000	0.040	0.040	Proposed Reprogramming
01	Data/Video System		0.000	0.150	0.150	Proposed Reprogramming
01	Enterprise Infrastructure Platform		0.230	0.000	(0.230)	Postponed until FY02
01	Virtual Office		0.235	0.000	(0.235)	Postponed until FY02
01	ITAC Lab Requirements		0.000	0.640	0.640	Proposed Reprogramming
01	Storage Area Network		0.000	0.300	0.300	Proposed Reprogramming
01	Data Warehouse Developmemt Server		0.000	0.150	0.150	Proposed Reprogramming
01	VIC Relocation		0.000	0.130	0.130	Proposed Reprogramming
	Total		1.865	2.900	1.035	
Software						
01	JLIMS		0.450	0.566	0.116	Reassessment of requirements have yielded price adjustments.
01	Network Security Hardware/Software		0.000	0.010	0.010	Proposed Reprogramming
01	Enterprise Management System		0.000	0.010	0.010	Proposed Reprogramming
01	Electronic Document Management System		0.000	0.260	0.260	Proposed Reprogramming
01	Communication Infrastructure		0.000	0.005	0.005	Proposed Reprogramming
01	Standard Desktop Software		0.597	0.000	(0.597)	After reassessment of requirements, purchase will not be made this year.
01	Standard Server SW		0.181	0.008	(0.173)	Reassessment of requirements have yielded price adjustments.
01	Defense WCF Accounting System (DWAS)		4.400	4.400	0.000	
01	Corporate Enterprise PC Software		0.000	0.477	0.477	Proposed Reprogramming

$ in Millions

Air Force Working Capital Fund
Information Services Activity Group
FY 2002 AMENDED BUDGET SUBMISSION

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
01	Config Management (CM) Modernization		0.150	0.000	(0.150)	After reassessment of requirements, purchase will not be made this year.
01	Development Environments and Compilers		0.100	0.000	(0.100)	After reassessment of requirements, purchase will not be made this year.
01	SW Development Tools		0.200	0.600	0.400	Reassessment of requirements have yielded price adjustments.
01	Upgrade Performance Monitoring/Management Infor. System Upgrade		0.100	0.000	(0.100)	After reassessment of requirements, purchase will not be made this year.
01	ISAG Budget/Price		0.325	0.000	(0.325)	Capital Requirement Cancelled
01	SW Development Tools		0.000	0.395	0.395	Proposed Reprogramming
01	Powerbuilder		0.272	0.000	(0.272)	Redirected to other SW Development Tools
01	PVCS		0.044	0.000	(0.044)	Redirected to other SW Development Tools
01	Spectrum		1.000	0.500	(0.500)	Proposed Decrease
	Total		7.819	7.231	**(0.588)**	

Non-ADPE & Telecom

01	Systems Furniture		1.073	0.596	(0.477)	Reassessment of requirements have yielded price adjustments.
01	Data/Video System		0.000	0.011	0.011	Proposed Reprogramming
01	Electronic Document Management System		0.000	0.013	0.013	Proposed Reprogramming
01	Storage Area Networks		0.000	0.015	0.015	Proposed Reprogramming
01	Reconfigure old AQ area		0.254	0.245	(0.009)	Proposed Reprogramming
					0.000	
	Total		1.327	0.880	(0.447)	
	FY01 Total		**11.011**	**11.011**	**(0.894)**	

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation

$ in Millions

Air Force Working Capital Fund
Information Services Activity Group
FY 2002 AMENDED BUDGET SUBMISSION

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
ADPE & Telecom						
02	LAN Upgrade		1.018	1.018	0.000	
02	Test Environment Upgrade		0.665	0.665	0.000	
02	Customer Support Enhancement		0.650	0.650	0.000	
02	Enterprise Infrastructure Platform		0.230	0.230	0.000	
02	MSG VTCN Hub, Switch, Lan Upgrade		0.260	0.260	0.000	
02	Network Servers		1.375	1.375	0.000	
02	Virtual Office		0.235	0.235	0.000	
	Total		4.433	4.433	0.000	
Software						
02	JLIMS		0.450	0.450	0.000	
02	LAN Upgrade		0.769	0.769	0.000	
02	SWT Test Tools		0.130	0.130	0.000	
02	SW Development Tools		0.600	0.600	0.000	
02	Spectrum		0.500	0.500	0.000	
02	SW Development Tools		1.775	1.775	0.000	
	Total		4.224	4.224	0.000	
Non-ADPE & Telecom						
02	Systems Furniture		1.108	1.108	0.000	
02	LAN Upgrade		0.512	0.512	0.000	
	Total		1.620	1.620	0.000	
	FY02 Total		**10.277**	**10.277**	**0.000**	

$ in Millions

Air Force Working Capital Fund
Information Services Activity Group
FY 2002 AMENDED BUDGET SUBMISSION

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
ADPE & Telecom						
03	LAN Upgrade		0.82	0.82	0.000	
03	Customer Support Enhancement		0.65	0.65	0.000	
03	Test Environment Upgrade		0.52	0.52	0.000	
03	Enterprise Infrastructure Platform		0.27	0.27	0.000	
03	MSG VTCN Hub, Switch, Lan Upgrade		0.14	0.14	0.000	
03	Network Servers		1.54	1.54	0.000	
03	Virtual Office		0.27	0.27	0.000	
	Total		4.202	4.202	0.000	
Software						
03	JLIMS		0.450	0.450	0.000	
03	LAN Upgrade		0.753	0.753	0.000	
03	SW Development Tools		0.600	0.600	0.000	
03	Spectrum		0.500	0.500	0.000	
03	SW Development Tools		0.820	0.820	0.000	
03	SW GCCS-AF Requirement		0.510	0.510	0.000	
	Total		3.633	3.633	0.000	
Non-ADPE & Telecom						
03	Systems Furniture		1.452	1.452	0.000	
03	Old AQ Area Renovation		0.350	0.350	0.000	
	Total		1.802	1.802	0.000	

$ in Millions

Air Force Working Capital Fund
Information Services Activity Group
FY 2002 AMENDED BUDGET SUBMISSION

FY	Approved Project	Reprogs	Approved Proj Cost	Current Proj Cost	Asset/ Deficiency	Explanation
Minor Construction						
03	Bldg. 888 Addition (Chiller)		0.156	0.156	0.000	
03	Bldg. 856 Generator		0.343	0.343	0.000	
	Total		0.499	0.499	0.000	
	FY03 Total		**10.136**	**10.136**	**0.000**	

ACTIVITY GROUP CAPITAL INVESTMENT SUMMARY
Component: United States Transportation Command
Activity Group: Transportation
Date: June 2001
($ in Millions)

Line	Item	FY 00		FY 01		FY 02		FY 03	
Number	Description	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
A.	Equipment								
A(1)	- Replacement								
	$1,000,000 and Over								
	-- Paceco Crane (extend life and upgrade)	1	$1.3						
	-- Truck Forklift			1	$0.3				
	-- Bridge Crane			1	$1.0				
	-- Paceco Crane (replace)					1	$8.3		
	-- Bridge Crane							1	$5.0
	-- Refuse Truck							1	$0.2
	-- Front End Loader							1	$0.1
	$500,000 to $999,999.99								
	$100,000 to $499,999.99		$0.5	6	$1.2		$2.2		$2.3
A(2)	- Productivity		$0.0		$0.0		$0.0		$0.0
A(3)	- New Mission		$0.0		$0.0		$0.0		$0.0
A(4)	- Environmental Compliance		$0.0		$0.0		$0.0		$0.0
	Subtotal		$1.8		$2.5		$10.5		$7.6
B.	ADPE & Telecomm								
	$1,000,000 and Over								
	--ACFP		$0.1		$0.0		$0.0		$0.0
	--AIT/AMC		$2.1		$1.6		$3.9		$3.0
	--C2IPS		$7.1		$7.0		$6.5		$8.0
	--CAMPS		$0.5		$0.4		$0.2		$0.2
	--Electronis Records		$0.0		$0.0		$0.0		$1.7
	--G081/CAMS		$1.0		$1.1		$1.6		$1.6
	--GATES		$1.5		$3.6		$4.2		$5.9
	--GDSS		$3.2		$2.2		$3.0		$2.5
	--L-Band SATCOM		$0.9		$0.8		$0.7		$0.7
	--OWCP		$2.0		$1.7		$2.6		$1.9
	--System Integration		$2.3		$5.3		$1.7		$2.5
	--TDC		$6.3		$5.2		$5.2		$8.0
	--Wing LAN		$1.3		$2.6		$3.0		$4.8

ACTIVITY GROUP CAPITAL INVESTMENT SUMMARY
Component: United States Transportation Command
Activity Group: Transportation
Date: June 2001
($ in Millions)

Line Number	Item Description	FY 00		FY 01		FY 02		FY 03	
		Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
B.	ADPE & Telecomm -- Continued								
	--IC3		$2.5		$2.5		$2.0		$0.3
	--ICE		$3.7		$0.7		$1.2		$0.2
	--AUTOSTRAD 2000		$4.0		$3.9		$2.8		$4.4
	--AIT/MTMC		$0.0		$1.0		$1.0		$1.0
	--CFM		$0.5		$1.0		$1.5		$3.0
	--ITV		$3.8		$3.3		$4.5		$3.7
	--TOPPS		$1.2		$2.2		$2.0		$1.0
	--WPS		$1.0		$1.0		$1.0		$2.0
	--ASN		$0.0		$0.1		$0.0		$0.0
	--BDSS		$0.0		$0.1		$0.1		$0.0
	--CMD CTR/GCCS		$0.5		$0.7		$0.6		$1.6
	--DEFEND THE COMPUTING ENVN		$0.4		$0.7		$0.7		$0.7
	--DEFEND THE NETWORK INFRAS		$0.4		$0.7		$0.7		$0.7
	--TRANSCOM INFOSTRUCTURE		$0.0		$0.0		$0.1		$0.0
	--GTN		$0.1		$2.0		$0.0		$0.0
	--GTN 21		$0.0		$0.0		$7.8		$4.0
	--JMCG		$1.4		$1.2		$1.0		$0.9
	--LAN		$2.3		$1.9		$2.8		$1.5
	--LOGBOOK		$0.5		$0.0		$0.0		$0.0
	--SMS		$0.0		$0.0		$0.0		$0.2
	--TFMS/HQ		$0.0		$0.0		$0.3		$0.0
	--Subtotal		$50.6		$54.5		$62.7		$66.0
	$500,000 to $999,999.99		$0.0		$0.7		$0.0		$0.0
	$100,000 to $499,999.99		$0.4		$0.1		$0.3		$0.5
	Subtotal		$51.0		$55.3		$63.0		$66.5
C.	Software Development (Internally Developed)								
	$1,000,000 and Over		$0.0		$0.0		$0.0		$0.0
	--IC3		$2.5		$2.1		$2.1		$1.7
	--ICE		$3.9		$3.8		$4.1		$4.2
	--AUTOSTRAD 2000		$1.8		$1.8		$1.8		$1.5
	--AIT/MTMC		$0.2		$1.0		$1.0		$1.0

ACTIVITY GROUP CAPITAL INVESTMENT SUMMARY
Component: United States Transportation Command
Activity Group: Transportation
Date: June 2001
($ in Millions)

Line Number	Item Description	FY 00		FY 01		FY 02		FY 03	
		Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost	Quantity	Total Cost
	--CFM		$10.5		$8.8		$6.7		$7.7
	--COE		$1.5		$0.9		$0.7		$2.0
	--CAB		$1.5		$2.5		$1.2		$0.5
	--ITV		$7.9		$9.0		$9.0		$9.2
	--TFMS/MTMC		$0.0		$4.0		$4.0		$0.0
	--TOPPS		$3.5		$3.8		$2.8		$2.5
	--WPS		$2.5		$3.9		$4.5		$3.5
	$500,000 to $999,999.99		$0.0		$0.0		$0.0		$0.0
	$100,000 to $499,999.99		$0.0		$0.0		$0.0		$0.0
	Subtotal		$35.8		$41.6		$37.9		$33.8
D.	Software Development (Externally Developed)								
	$1,000,000 and Over								
	--ABDM		$1.1		$0.0		$0.0		$0.0
	--ACFP		$1.2		$2.0		$2.0		$1.4
	--AIT/AMC		$0.6		$1.6		$2.3		$1.0
	--C2IPS		$3.4		$8.0		$8.0		$7.0
	--CAMPS		$3.6		$4.8		$3.9		$3.6
	--COINS		$0.5		$0.6		$1.0		$0.3
	--G081/CAMS		$1.0		$1.0		$1.0		$1.1
	--GATES		$3.6		$3.9		$3.5		$2.7
	--GDSS		$3.5		$3.7		$4.6		$4.9
	--L-Band SATCOM		$0.5		$1.0		$0.6		$0.6
	--System Integration		$8.3		$9.1		$12.6		$10.9
	--ASN		$0.0		$2.8		$2.9		$3.0
	--BDSS		$0.0		$1.4		$2.0		$2.5
	--CMD CTR/GCCS		$2.4		$0.0		$0.6		$0.8
	--DEFEND THE COMPUTING ENVN		$0.5		$0.0		$0.4		$0.4
	--DEFEND THE NETWORK INFRAS		$0.6		$0.0		$0.4		$0.4
	--DTR		$0.0		$0.0		$1.0		$1.0
	--TRANSCOM INFOSTRUCTURE		$0.0		$0.0		$2.0		$2.5
	--GTN		$31.5		$38.1		$10.7		$9.7
	--GTN 21		$0.0		$0.0		$15.8		$23.7

ACTIVITY GROUP CAPITAL INVESTMENT SUMMARY
Component: United States Transportation Command
Activity Group: Transportation
Date: June 2001
($ in Millions)

Line Number	Item Description	FY 00 Quantity	FY 00 Total Cost	FY 01 Quantity	FY 01 Total Cost	FY 02 Quantity	FY 02 Total Cost	FY 03 Quantity	FY 03 Total Cost
	--JMCG		$0.6		$1.2		$0.6		$0.3
	--LAN		$1.0		$2.3		$0.3		$0.3
	--LOGBOOK		$0.9		$1.2		$0.8		$0.8
	--MRM #15		$4.2		$0.0		$0.0		$0.0
	--SMS		$1.7		$1.5		$1.0		$0.6
	--TFMS/HQ		$2.4		$4.8		$3.4		$2.0
	--Subtotal		$73.1		$89.0		$81.4		$81.5
	$500,000 to $999,999.99		$0.5		$0.0		$0.0		$0.0
	$100,000 to $499,999.99		$0.0		$0.0		$0.0		$0.0
	Subtotal		$73.6		$89.0		$81.4		$81.5
E.	Minor Construction								
	$1,000,000 and Over		$0.0		$0.0		$0.0		$0.0
	$500,000 to $999,999.99		$0.0		$0.0		$0.0		$0.0
	$100,000 to $499,999.99		$13.2		$9.9		$10.4		$12.3
	Subtotal		$13.2		$9.9		$10.4		$12.3
	Grand Total		$175.4		$198.3		$203.2		$201.7

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description A. Equipment								D. Activity Identification Headquarters AMC, Scott AFB IL
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement	1	$362.0	$362.0	6	$197.0	$1,185.0			$2,200.0			$2,300.0
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$362.0			$1,185.0			$2,200.0			$2,300.0
B. ADPE/Telecomm												
B(2) Computer Software												
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$362.0			$1,185.0			$2,200.0			$2,300.0

Narrative Justification

FY00		FY01		FY02		FY03	
BPIE Flightline Maint	$362.0	BPIE Flightline Maint	$1,185.0	BPIE Flightline Maint	$2,200.0	BPIE Flightline Maint	$2,300.0

Equipment replacement funds are used to support Base Procured Investment Equipment items for flightline maintenance.

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)						A. Budget Submission FY02 PB					
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001			C. Line No. & Item Description A. HQ AMC Business Decision Model (ABDM)			D. Activity Identification Headquarters AMC, Scott AFB IL					
	FY00			FY01			FY02			FY03		
Element of Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost	Qty	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental												
Subtotal			$0			$0			$0			$0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$0			$0			$0			$0
C. Software Development												
C(1) Planning/Design			$1,063									
C(2) System Development												
C(3) Development												
C(4) Mgt/Tech Support												
Subtotal			$1,063			$0			$0			$0
D. Minor Construction												
Subtotal			$0			$0			$0			$0
Total			$1,063			$0			$0			$0

Narrative Justification:

Program Description: ABDM is a business intelligence tool that supports command issues concerning the efficient management of TWCF funds operated by AMC to finance the operating costs of the airlift services provided to our customer. ABDM facilitates the decision-making process by enhancing analytical methods and optimization techniques that lead to a more effective and efficient use of the USTRANSCOM aircraft fleet, both military and commercial. ABDM collects and integrates data from several AMC and Air Force corporate systems into a single repository called a data warehouse. The ABDM architectural platform consists of COTS, algorithm development for NOR, Genetic Engine, and a data warehouse built on Microsoft SQL Server 6.5 NT 4.0. ABDM integrates (GATES, ASIFICS, COINS, AHS, GO81, ADANS and REMIS) to assess flying hour program, customer requirements, command business areas and fiscal account.

IOC/FOC: IOC was completed on 2 April 98. A follow-on contract to complete FOC will start on 15 September 98, be completed by May 1998,

Life-cycle Costs: Date Cost Analysis: An EA will be completed by 25 September 98.

Cross Flow Requirements -- Interfaces:

Impact If Not Funded:

- Command will lack near real-time integrated information that provides senior leadership and staff strategically focused business metrics to better manage TWCF resources.
  -- Inability to provide leadership complete, timely, fact-based information.
- Inability and failure to complete required transition from current stove pipe data collection to an integrated system.
- Command's ability to effectively and efficiently perform the fleet management mission adversly affected.
- Inability to realize benefits with Rational development environment and meet command goal of "agile" metrics.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Advanced Computer Flight Plan (ACFP)						D. Activity Identification Headquarters AMC, Scott AFB IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware	2	$45.0	$90.0									$0.0
B(2) Computer Software												
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$90.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design			$200.0									
C(2) System Development			$800.0			$1,800.0			$1,800.0			$1,400.0
C(3) Development			$200.0			$200.0			$240.0			
C(4) Mgt/Tech Support												
Subtotal			$1,200.0			$2,000.0			$2,040.0			$1,400.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,290.0			$2,000.0			$2,040.0			$1,400.0

Narrative Justification:

Program Description:

- AMC's Command and Control (C2) program to generate wind optimized flight plans for the USAF. Provides cost avoidance of $3M yearly in aircraft fuel costs.
- Aircrews and flight planners access system world-wide through the Local User Interface (LUI) software installed on PCs or laptops. Users access is through the Non-classified Internet Protocol Routing Network (NIPRNET) or dial-up via a modem.
- Provides aircrews and flight planners with optimized flight plans that take into account winds, temperature, aircraft drag, established airways, air refueling tracks, and avoid areas.
- FY99 provide flight crews current weather information and Notice to Airmen (NOTAMS) increasing safety of flight.

Requirements: Purchase new hardware to support AMC contingency requirements for flight plan generation. Modernize existing flight planning software to support previously identified requirements for airlift support.

IOC: FY 97/3 (software and hardware) **FOC:** FY02/3 (software and hardware)

Life-cycle Costs: $58.65M through FY2020

Date Cost Analysis: Jun 97

Cross Flow Requirements -- Interfaces:

- Provides information to : C-17 mission computer, AF Mission Support System (AFMSS), Combined Mating and Ranging Planning System (CMARPS), Combat Flight Planning System (CFPS), and Meteorological Automated Information System (MAIS).
- Receives information from: Air Force Weather Agency's Global Weather Central Database (GADB), National Imagery & Mapping Agency (NIMA) Digital Aeronautical Flight Information File (DAFIF), CMARPS, CFPS, and MAIS.

Impact If Not Funded:

- Delays in operational missions as crews wait for flight plans to be processed. Current validated requirement is for 250 flight plans per hour; current hardware provides only 125 per hour.
- Significant delays in development of flight plans for AMC missions during contingency operations. AMC mission requirements. Hardware maintenance costs will escalate due to continued use of obsolete computer hardware. Current equipment will be over five years -- Unable to comply with SecDef Year 2000 testing and fixing direction. Delay in migrating the software to open systems architecture, increasing operating costs due to proprietary platforms.
- Cannot become Defense Information Infrastructure Common Operating Environment (DII COE) compliant. Will slow efforts to achieve full operational capability (FOC), increasing future development costs.
- Efforts to provide new three dimensional model optimization flight plan will be significantly delayed; new model will further reduce fuel expenses.
- Will be unable to support full two-way integration with AFMSS and reduce current planner workload resulting from duplication of effort. Aircrews will not have easy access to web-based optimized flight planning from home stations, enroutes, or deployed locations.
  -- Easy access could further reduce aircraft fuel expenses by $700K annually.
- Will slow or impede efforts to reduce aircrew workload or centralize flight planning operations as required by the Tanker Airlift Control Center (TACC) and AMC's mission planning Concept of Operations.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description (AIT) Automated Information Technology						D. Activity Identification Headquarters AMC, Scott AFB IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$2,100.0			$1,650.0			$3,878.0			$2,950.0
B(2) Computer Software												
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$2,100.0			$1,650.0			$3,878.0			$2,950.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$625.0			$1,650.0			$2,260.0			$950.0
C(3) Development												
C(4) Mgt/Tech Support												
Subtotal			$625.0			$1,650.0			$2,260.0			$950.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,725.0			$3,300.0			$6,138.0			$3,900.0

Narrative Justification: The AMC AIT program seeks to integrate automatic identification technology into AMC port business processes to support force readiness, provide in-transit visibility (ITV), and meet the goals of the DoD CONOPS, USTRANSCOM AIT plan and AMC AIT plan. The AIT program will work closely with the Global Air Transportation Execution System (GATES) to directly support AMC's mobility operations worldwide. AMC, as the DoD single manager for airlift, requires timely and accurate information gathered from worldwide locations to plan, execute and monitor multi-theater airlift. AIT will provide information to the Tanker Airlift Control Center, HQ AMC, and USTRANSCOM with integrated functionality to deploy and sustain forces globally. Migration to an AIT environment is a step in achieving real time (near real time) ITV.

Program Description: GATES is the AMC program to develop an integrated, open, transportation system providing visibility of cargo and passenger assets moved by AMC. It will migrate and modernize HQ AMC transportation systems from the proprietary Honeywell/Wang DPS 90 mainframes to an open system platform/environment. Applications software will be developed based on capturing AMC's transportation business processes and integrate complete systems requirements. GATES is in concert with AMC C4 Systems Master Plan to achieve an open systems, integrated command architecture by adopting standard protocols, software development standards, interfaces, Commercial Off-The Shelf Software (COTS), and Government Off-The-Shelf Software (GOTS) in a cost effective manner.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Command and Control Information Processing (C2IPS)								D. Activity Identification Headquarters AMC, Scott AFB IL
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$5,110.0			$1,500.0			$2,000.0			$3,550.0
B(2) Computer Software			$2,000.0			$1,000.0			$1,000.0			$1,000.0
B(3) Telecommunications												
B(4) Other Computer			$0.0			$4,500.0			$3,500.0			$3,450.0
Subtotal			$7,110.0			$7,000.0			$6,500.0			$8,000.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$1,250.0			$4,000.0						
C(3) Development			$2,200.0			$4,000.0			$8,000.0			$7,000.0
C(4) Mgt/Tech Support												
Subtotal			$3,450.0			$8,000.0			$8,000.0			$7,000.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$10,560.0			$15,000.0			$14,500.0			$15,000.0

Narrative Justification:

Program Description:

- Provides critical, wing and unit-level Command and Control (C2) information to AMC wing and unit commanders and decision makers.
- Centralized "electronic greaseboard" capability for C2 of AMC active duty, AFRES, and ANG airlift, air refueling wings/squadrons and other mobility, fixed, and deployable field units worldwide.
- Supports Air Mobility execution, tracking and analysis for both fixed and deployed sites. Supports peacetime, wartime, contingency and humanitarian air mobility requirements.

IOC: June 1992 (software and hardware) **FOC:** FY02 (software and hardware).

- C2IPS is to integrate with the Theater Battle Management Core Systems (TBMCS) in accordance with the TBMCS Program Management Document.
- Migration to an Air Mobility Command corporate environment will be in accordance with the AMC C4 Master Plan.
- Analysis dependent on future migration planning and development within the Theater Battle Management program.

Life-cycle Costs: $57,086,000. --Total Life Cycle Cost estimated at $523M (Est 1992). Software development funding (including funding of ESC/GAM System Program Office APPN 3600) also received via TBMCS program: 98 - $4.426M, 99 - $10M, 00 - $11.7M, 01 - $9.4M, 02 - $2.2M, 03 - $2.3M, 04 - 07 $0.0M.

- Funds will be obligated by AFMC/ESC/GAM in the development of required C2IPS system interface capabilities and system functionality associated with the TBMCS program open systems migration.

Date of Cost Analysis: Apr 1996

Cross Flow Requirements -- Interfaces:: G0-81, Contingency Theater Automated Planning System (CTAPS), Theater Battle Management Core Systems (TBMCS), Satellite Communications (SATCOM), Global Decision Support System (GDSS), Global Air Transportation System (GATES), and Unit Level Planning and Scheduling (ULPS).

Impact If Not Funded:

- Inability at wing and unit to efficiently manage airlift and aerial refueling resources.
  - -- No real-time visibility of schedules, arrivals, departures, and summary level load information.
  - -- Inability of wings and units to access dynamic communications networks that utilize DDN, AUTODIN, HF radio, UHF satellite, and wireline communications.
    - --- Networks provide the critical communications connectivity needed during contingencies
- C2IPS equipment is required to implement a "Worldwide air mobility command and control network" in support of AMC, ACC, USAFE, and PACAF.
- Jeopardizes system conformance to Defense Information infrastructure Common Operating Environment (DII COE) in FY01-03.
- Failure to migrate to planned AF TBMCS and Air Mobility Command corporate C2 environments.
- Direct Impact on Warfighters: Limited in-theater C2 interfaces with air mobility C2 information
- System inefficiencies if client/server architecture is not continually upgraded, including periodic scheduled hardware replacement.
- AMC will not receive the full range of scheduling capabilities to optimize training and mission execution for aircrews, aircraft and airspace resources.
- Cannot support CINTRANS' objective to exploit emerging information technologies to meet USTRANSCOM in-transit visibility requirement.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Combined Air Mobility Planning System (CAMPS)						D. Activity Identification Headquarters AMC, Scott AFB IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$518.0	1	$366.0	$366.0	1	$217.0	$217.0	1	$221.0	$221.0
B(2) Computer Software												
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$518.0			$366.0			$217.0			$221.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development	1	$3,651.0	$3,651.0	1	$4,798.0	$4,798.0	1	$3,864.0	$3,864.0	1	$3,577.0	$3,577.0
C(3) Development												
C(4) Mgt/Tech Support												
Subtotal			$3,651.0			$4,798.0			$3,864.0			$3,577.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$4,169.0			$5,164.0			$4,081.0			$3,798.0

Narrative Justification:

Program Description: AMC's primary C2 system for integrated planning, analysis, and scheduling of mobility assets in peacetime, crisis, contingency, and wartime.

- Provides AMC's planners and schedulers with the automated tools necessary to analyze plan and schedule these requirements.
- Legacy systems (ADANS and CMARPS) run on a local area network (LAN) of SUN file servers and workstations in a client/server environment.
- CAMPS migration system will run in a Windows NT client/server environment. Includes workstations and file servers operating on each of the separate command and control (C2) LANs at HQ AMC (Unclassified, SECRET, and Top Secret).
- OSD approved C2 migration system to replace two aging legacy C2 systems. Recommended by USTRANSCOM's Joint Transportation Corporate Information Management (CIM) Center (JTCC) for migration status.
- Includes funding for software development/migration to a Defense Information Infrastructure-Common Operating Environment (DII-COE) compliant corporate environment, and for hardware procurement to improve technological efficiency and system performance.

IOC: 1999 (CAMPS software and hardware)

Migration Completion Date (MCD): 2001 (CAMPS software and hardware)

Life-Cycle Cost of Software Development Efforts:

- CAMPS: $23,176,000 (total of FY98-07 capital investment costs)
- AMC Deployment Analysis System (ADANS): $41,689,000 (total of FY86-97 costs) (Note: ADANS is one of two legacy AMC C2 systems being migrated to CAMPS.)

Date of Cost Analysis: CAMPS FY98-07 Economic Analysis, Apr 97

Cross flow requirements -- Interfaces: Global Command and Control System (GCCS) for Time Phased Force Deployment Data (TPFDD) requirements and resulting mobility schedules. Global Transportation Network (GTN) for Special Assignment Airlift Mission (SAAM) requests and status. AMC's primary execution C2 system, the Global Decision Support System (GDSS), for airlift schedules, air refueling events and track information, airfield information, and mission delay information. AMC's Global Air Transportation Execution System (GATES) for airlift channel requirements. Theater Battle Management Core Systems (TBMCS) for developing air refueling requirements.

Impact If Not Funded:

- USTRANSCOM and joint customers will lose visibility of airlift missions scheduled to meet joint requirements.
- AMC unable to maintain and improve complex airlift planning to meet changing USTRANSCOM/AMC requirements.
- Loss of capability to efficiently plan and schedule airlift missions to meet real-world requirements. Unable to integrate automated decision support tools into planning and scheduling process.
- Unable to improve integration with and information flow to both joint and AMC C2 systems, increasing potential for loss of critical C2 data between systems.
- Hardware maintenance costs will increase and efficiencies provided by new technologies will be lost due to continued use of outdated hardware platforms. Management and maintenance of two separate programs for airlift and mobility planning and scheduling resulting in increased operations and maintenance costs. Training requirements will increase (the current system is not user friendly) due to vulnerable reliance on operator/user experience.
- Loss of benefits provided by new, migrated C2 planning/scheduling system include: increased efficiency in use of limited airlift assets, reduced flying of "empty" (e.g. pre-positioning/de-positioning legs) or low cargo weight missions, timely and accurate contingency support through more efficient planning tools, improved asset tracking, and improved response to supported CINC's requirements.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Commercial Ops Integrated Sys (COINS)								D. Activity Identification Headquarters AMC, Scott AFB IL
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development	2	$241.0	$482.0	2	$338.0	$676.0	2	$493.0	$985.0	2	$143.0	$285.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$482.0			$676.0			$985.0			$285.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$482.0			$676.0			$985.0			$285.0

Narrative Justification:

Project Description:

- Commercial Operations Integrated System (COINS).
- Air Mobility Command (AMC) unique, multi-user, online information system supporting contracting commercial airlift to augment AMC's airlift
  - -- Primary activities include: requirements entry, contractual document generation, payment accounting, and report generation
  - -- Contractual documents include contracts, purchase orders, delivery orders, modifications, and contract line items.
  - -- Payments executed and tracked against invoices from contractors
  - -- Provides capability to examine history of all contract actions and produce statistical data

- Initial/ Final Operating Capability (IOC/FOC):

- Software - June 1995/2000, Hardware - June 1995/1999

Life Cycle Cost:

- Total Development Life-cycle Costs: $1,369,500. -- Software development costs included in Fiscal Year Defense Plan (FYDP) due to reengineering efforts. Funding is increased in FY2000 to start software modifications necessary to run on upgraded equipment planned in FY2000.

- Economic Cost Analysis completed in 1996.

Interfaces:

- Provides a batch transmission interface with the Procurement Management Reporting System (PMRS) at Wright-Patterson AFB.

Impact If Not Funded:

- Serious system degradation:
  - -- Loss of contractor support would cripple efforts to implement mandated changes.
  - -- Inability to implement constantly changing Federal Acquisition Regulations (FAR) would have major implications.
  - -- Inability to implement substantial new requirements will render the system ineffective.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Electronic Records						D. Activity Identification Headquarters AMC, Scott AFB IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware										1	$1,686.0	$1,686.0
B(2) Computer Software										1	$0.0	$0.0
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$0.0			$0.0			$0.0		$1,686.0	$1,686.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$0.0			$0.0			$0.0			$1,686.0

Narrative Justification:

Project Description:

- Provides a standardized DoD directed unclassified Electronic Records Management System for Air Mobility Command (AMC) enroute support units.
  - -- Defense Information System Agency (DISA) certified commercial off-the-shelf software meeting standards in accordance with DoD 5015.2-STD.
  - -- Install hardware and software.
  - -- Store active records on base at the Air Force Network Control Center and inactive records at a Defense MegaCenter.
- Provides critical management of records in the electronic environment in support of the Paperwork Reduction Act.
- Provides information world-wide to support AMC war fighting capability.
- Complies with DoD requirements to implement an Electronic Records Management System by YR 2003.

Initial Operating Capability: FY 03/1
Full Operation Capability: FY 03/4

Supports AF Mission Need Statement USAF 005-97, 14 Oct 98; HQ AFCA Operational Requirements Document, 10 May 99; Baseline Requirements Analysis, April 97; Economical Analysis, April 98 and Implementation Plan, 6 Jul 99; DoD Strategic Plan 2003, 28 Jul 95; Joint Vision 2010, Information Superiority (page 18); USAF Comm & Infor Straegic Plan Task 5, Manage Information (Vol II, Page 48, AMC Strategic Plan 2000, 2k, Deficiency 98I34 and USTC Strategic Plan Goals & Objectives 4.2 and 4.5

Interfaces:
Defense Message System
Workflow (Electronic Coordination)
Records Information Management Systems
All C4S and C4ISR systems that create official government records

IMPACT IF NOT FUNDED: ERMS is needed because continuing loss of administrative manpower threatens AMC's ability to safeguard and retrieve records IAW the Paperwork Reduction Act. Without ERMS there will be no automated method for record retrieval, and operational decisions will be made without rapid access to relevant records. Electronic records, especially e-mail, are frequently not treated as records; thus, records of operational decisions are lost and accountability is weakened. AMC currently spends over $8.5M per year buying paper, printing documents, and storing the resulting records in office space or dedicated staging areas. Failure to implement ERMS at enroute locations will result in $1M additional expense over ten years.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description Core Automated Maint Sys (CAMS/G081)							D. Activity Identification Headquarters AMC, Scott AFB IL
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware	20	$28.0	$558.0	20	$26.0	$528.0	10	$50.0	$500.0	10	$50.0	$500.0
B(2) Computer Software	15	$2.0	$24.0	15	$2.0	$24.0	15	$2.0	$24.0	15	$2.0	$24.0
B(3) Telecommunications			$450.0			$550.0			$1,103.0			$1,090.0
B(4) Other Computer												
Subtotal			$1,032.0			$1,102.0			$1,627.0			$1,614.0
C. Software Development												
C(1) Planning/Design	1	$372.0	$372.0	1	$423.0	$423.0	1	$500.0	$500.0	1	$500.0	$500.0
C(2) System Development	1											
C(3) Development	1	$254.0	$254.0	1	$183.0	$183.0			$200.0			$200.0
C(4) Mgt/Tech Support			$400.0			$400.0			$323.0			$416.0
Subtotal			$1,026.0			$1,006.0			$1,023.0			$1,116.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,058.0			$2,108.0			$2,650.0			$2,730.0

Narrative Justification:

Project Description:

- Maintenance system responsible for tracking all maintenance actions scheduled, in-progress, and completed
  - -- Connectivity to 36 major stateside AMC wings and 13 enroute locations
  - -- Resides on a central database at Tinker AFB.
  - -- The Defense Megacenter-Oklahoma City provides mainframe computer support on a fee-for-service basis.
- Allows for faster and more accurate accomplishment of maintenance actions on the strategic airlift and tanker fleet
  - -- Increase in aircraft availability - per a 1989 study - an 8% increase for stateside alone.
- The G081 program, initiated under the Airlift Service Industrial Fund (ASIF), transferred to DBOF-T in FY89.
- Capital investment funds are necessary to provide LG infrastructure (LAN), client/server capability, move to an open environment, support Broker. Continue enhancement of maintenance capabilities such as reducing the weight of airlift and tanker aircraft by providing digital capabilities vice technical manuals as well as purchase flight line/ISO wireless lan/mobile terminals, remote access servers, bar-coding equipment, and graphical user interface software to enhance data entry into the system. Hardware/Software **IOC:** FY1998/**FOC:** FY2004

Software Development Life-cycle Costs: $10,331,900

Economic Analysis Approved/Signed: 11 Apr 96

Interfaces:

- Global Decision Support System (GDSS), -Command and Control Information Processing System (C2IPS) - Global Transportation Network (GTN)
- Standard Base Supply System (SBSS), -Reliability and Maintainability Management Information System (REMIS)- Comprehensive Engine Mgt System (CEMS) and Logistics Composite Module (LCOM)

Impact If Not Funded:

- Capability to identify and allocate in-commission AMC aircraft by tapping one database will be lost
  - -- Aircraft availability increase (+8%) due to automated system use would be lost.
  - -- USTRANSCOM, Tanker Airlift Control Center (TACC), and mobility planners will not have central visibility of the status of AMC's worldwide fleet.
- Aircraft maintenance systems will not be logistically supportable.
- Will not be able to implement DoD directed joint Computer-Aided Acquisition and Logistics Support (CALS) which would impede integration with deploying C2 systems.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Global Air Transportation Execution System (GATES)						D. Activity Identification Headquarters AMC, Scott AFB, IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$1,461.0			$3,566.0			$4,160.0			$5,925.0
B(2) Computer Software												
B(3) Telecommunications			$68.0									
B(4) Other Computer												
Subtotal			$1,529.0			$3,566.0			$4,160.0			$5,925.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$3,473.0			$3,752.0			$3,464.0			$2,575.0
C(3) Development												
C(4) Mgt/Tech Support			$100.0			$125.0			$125.0			$125.0
Subtotal			$3,573.0			$3,877.0			$3,589.0			$2,700.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$5,102.0			$7,443.0			$7,749.0			$8,625.0

Narrative Justification: Global Air Transportation Execution System (GATES) directly supports AMC's mobility operations worldwide. AMC, as the DoD single manager for airlift, requires timely and accurate information gathered from worldwide locations to plan, execute and monitor multi-theater airlift. GATES will provide the Tanker Airlift Control Center, HQ AMC, and USTRANSCOM with integrated functionality to deploy and sustain forces globally. Migration to an open environment is a critical step in achieving portability, reusability, and cost reductions for communications and computer systems.

Project Description: GATES is the AMC program to develop an integrated, open, transportation system providing visibility of cargo and passenger assets moved by AMC. It will migrate and modernize HQ AMC transportation systems from the proprietary Honeywell/Wang DPS 90 mainframes to an open system platform/environment. Applications software will be developed based on capturing AMC's transportation business processes and integrate complete systems requirements. GATES is in concert with AMC C4 Systems Master Plan to achieve an open systems, integrated command architecture by adopting standard protocols, software development standards, interfaces, Commercial Off-the-Shelf Software (COTS), and Government Off-the-Shelf Software (GOTS) in a cost effective manner.

Software Initial Operating Capability (IOC): Nov 97

Software Full Operating Capability (FOC): Jun 99

Hardware Initial Operating Capability (IOC): Nov 97

Hardware Full Operating Capability (FOC): Jun 99

Software Development Life-cycle Costs: $56,052,260

Economic Analysis Completed: 22 Mar 96

Interfaces: Conus Freight Management (CFM), Defense Finance and Accounting System (DFAS), Airlift Service Industrial Fund Integrated Computer System (ASIFICS), Command and Control Information Processing System (C2IPS), Global Transportation Network (GTN), Transportation Coordinated-Automated Information Management System (TC-AIMS II), Cargo Movement Operations System (CMOS), Global Decision Support System (GDSS), Commercial Reservation System (CRS), Worldwide Port System (WPS), Transportation Operational Personal Property Standard System (TOPS), etc.

Impact If Not Funded: Insufficient funding for this program will force HQ AMC to continue to depend on the current closed, expensive, proprietary transportation systems environment. AMC and JTCC customers will continue to be denied the improved data quality, data standardization, and intransit visibility essential for C2 efficiency and decision making. Lack of funding will prevent AMC compliance with DoD 3 year migration mandate and delay AMC's transportation systems from properly implementing applications that support the Common Operating Environment (COE). An increase in long term maintenance costs by delaying implementation of an integrated architecture with supporting increased functionality will occur.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Global Decision Support Sys (GDSS)						D. Activity Identification Headquarters AMC, Scott AFB IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$2,905.0			$1,945.0			$2,300.0			$1,675.0
B(2) Computer Software			$308.0			$294.0			$695.0			$806.0
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$3,213.0			$2,239.0			$2,995.0			$2,481.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development			$2,670.0			$2,926.0			$3,711.0			$4,105.0
C(3) Development												
C(4) Mgt/Tech Support			$792.0			$810.0			$855.0			$855.0
Subtotal			$3,462.0			$3,736.0			$4,566.0			$4,960.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$6,675.0			$5,975.0			$7,561.0			$7,441.0

Narrative Justification:

Program Description:

- HQ AMC's primary, force-level Command and Control (C2) system with 20 developmental, test, and operational GDSS host computers fielded providing C2 information to lower echelons via interface with the AMC C2 Information Processing System (C2IPS)
  -- Disseminates aircraft schedules, tracks aircraft departures and arrivals, provides flight following functions, and provides automated tools to aid decision making process.
  -- Customers include the AMC Tanker Airlift Control Center (TACC), Alternate TACC (ATACC), Air National Guard Readiness Center (ANGRC), Air Force Reserve (AFRES) Headquarters, Air Force Special Operations Command (AFSOC), Air Combat Command (ACC), Pacific Air Forces (PACAF), United States Air Forces Europe (USAFE), and three thousand mobility customers at over 60 worldwide locations.
  -- Provides automated interface tying critical intransit visibility, time phased force deployment requirements, planning, scheduling, mission planning, mission execution, and joint systems into a cohesive C2 system.

IOC: FY89 (hardware and software) **FOC:** FY06 (hardware and software)

Life-cycle Cost: (FY97-FY06) is $124,198,000 --Total Development Life-cycle Costs is $51,838,000

Software development costs included in FYDP due to increasing requests for external interfaces requiring development efforts. Funding increase in FY99 starts software modifications necessary to run upgraded equipment planned in FY00.

Date of Cost Analysis: Oct 95 (FY96 Economic Analysis)

Cross Flow Requirements -- Interfaces:

- AMC system interfaces:
  -- C2IPS, AMC Deployment Analysis System (ADANS), Combine Mating and Ranging Planning System (CMARPS), Broker, Aerial Port Automated C2 System (APACCS), Global Aerial Transportation Execution System (GATES), Automated Computer Flight Planning (ACFP), Airfield Suitability Visual Display System (ASVDS), LBAND Satellite Communication (LBAND). Provides data interface enabling intransit cargo visibility.
- Other system interfaces:
  -- Air National Guard Management Utility (ANGMU), Air Weather Network, ARINC Data Network Service (ADNS), Air Terminal C2 System (ATCCS), Defense Data Network (DDN), Global Transportation Network (GTN), Global Command and Control System (GCCS), Contingency Operations Mobility Planning System (COMPES), Forward Supply System (FSS), Table Management Distribution System (TMDS), and the TRANSCOM LOGBOOK.
- Projected system interfaces:
  -- AMC Corporate Database (ACDB), Secret GTN, TRANSCOM Regulating and C2 Evacuation System (TRAC2ES), TRANSCOM single mobility system, and the Theater Battle Management Core System (TBMCS).

Impact If Not Funded:

- Significant reduction in AMC Tanker Airlift Control Center (TACC) and other customers listed above capability to perform basic flight scheduling, decision making and flight following. Loss of required cargo, intransit visibility interface.
- All other sites supported by GDSS will experience reduced capability to perform C2 of AMC resources or access data.
- Ability to identify and allocate AMC's valuable resources will be significantly reduced.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description L-Band SATCOM						D. Activity Identification Headquarters AMC, Scott AFB IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware	1	$841.0	$841.0	1	$750.0	$750.0	1	$700.0	$700.0	1	$700.0	$700.0
B(2) Computer Software												
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$841.0			$750.0			$700.0			$700.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development	1	$455.0	$455.0	1	$984.0	$984.0	1	$563.0	$563.0	1	$580.0	$580.0
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$455.0			$984.0			$563.0			$580.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,296.0			$1,734.0			$1,263.0			$1,280.0

Narrative Justification:

Project Description:

- SATCOM (Inmarsat Aero-C) interface between airborne aircraft and the Tanker Airlift Control Center (TACC), also extends to the Tanker Air Lift Control Element (TALCE)
  - -- Laptop computer used to send and receive email-like messages in the aircraft, including passenger and cargo manifest information
  - -- Automatic position reporting updates to Global Decision Support System (GDSS) for airlift C2 information
  - -- Satisfies Air Mobility Master Plan deficiencies for airborne C2 and communications connectivity -- **IOC** Feb 97, **FOC** 3Qtr/FY98
- Ground-based SATCOM (Inmarsat M-Phone) interface between "non L-Band equipped" aircraft and the TACC, also extends to the TALCEs
  - -- SATCOM phone and laptop computer used to send and receive email-like messages prior to departure and/or after arrival including passenger and cargo manifest information
  - -- Partially satisfies remote In-Transit Visibility (RITV) deficiency connectivity -- **IOC** 2Qtr/FY00, **FOC** 2Qtr/FY01

Economic Analysis: FQ3/97

- Future connectivity to wings and command posts for airlift C2 information
- FY01+ funds are for transition to the Global Air Traffic Management (GATM) architecture and incorporate HF datalink capabilities
  - -- GATM provides the connectivity and aircraft upgrades to allow AMC aircraft to fly in the commercial oceanic tracks. Any excess GATM capability will be used for C2. The current system design allows switching to the new system. The fundline allows AMC to make use of the extra aircraft status information available through GATM and to make use of the HF datalink capability.

Interfaces:

- TACC Operations Cells (via Email) and Global Decision Support System (GDSS) , to update Global Transportation Network (GTN)
- Provides aircraft position reports for passenger and cargo manifest reports per USTRANSCOM direction.

Impact If Not Funded:

- Program already minimally funded. Any reduction in funding will seriously degrade the entire system by limiting hardware purchases, software upgrades/corrections, and system support.
  - -- The result would be excessive system degradation and down time which would eliminate the system's reliability from both TACC and aircrew perspectives.
- C2 connectivity will not move to the follow-on commercial SATCOM system projected for installation under the GATM program.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Objective Wing Command Post (OWCP)								D. Activity Identification Headquarters AMC, Scott AFB IL
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications			$1,893.0	2	$800.0	$1,600.0	1	$2,500.0	$2,500.0	1	$1,779.0	$1,779.0
B(4) Other Computer	1	$117.0	$117.0	1	$117.0	$117.0	1	$117.0	$117.0	1	$117.0	$117.0
Subtotal			$2,010.0			$1,717.0			$2,617.0			$1,896.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Development												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$2,010.0			$1,717.0			$2,617.0			$1,896.0

Narrative Justification:

Project Description: The Objective Wing Command Post (OWCP) provides modernization and standardization of Command, Control, Communications and Computers (C4) systems in all AMC command posts (CP) and en route Air Mobility Control Centers (AMCC). These Command and Control (C2) agencies are functionally responsible for emergency actions, mission management/mission monitoring, maintenance coordination, and operational reporting in support of the AMC Global Reach Mission. The units they support are responsible for airlift of troops, cargo, and passengers (including the President and members of the Cabinet), as well as aerial refueling and aeromedical evacuation. The CP/AMCC serves as the focal point for coordinating and controlling all actions required to prepare an AMC mission aircraft for departure, as well as providing coordination of maintenance, aerial port, and operational services for all transient aircraft.

FY 98 funds provide Console and Digital Recorder upgrades at Ramstein.

FY 98 funds also provide FLV upgrades at Elmendorf, Aviano, and Andersen; also GTE Engineering Support.

FY 99 funds provide Console and Digital Recorder upgrades at Yokota and McGuire.

FY 00 funds provide FLV at Travis.

FY 00 funds also provide Console and Digital Recorder upgrades for Charleston, Kadena, and Dover.

FY 01 funds provide Console and Digital Recorder upgrades at Andersen and Rhein Main.

FY 02 funds provide Console and Digital Recorder upgrades at Osan, Aviano, and Incirlik.

FY 03 funds provide FLV at Incirlik, Lajes, and Rota.

FY 04 funds provide for System Equipment refresh.

FY 05 funds provide for System Equipment refresh.

OWCP C4 Initiatives **IOC:** FY95 **FOC:** FY05; however, due to Air Staff directed realignments, added sites may require C4 system upgrades.

Cost Analysis: Completed September 1997

Interfaces: Standard interfaces to telephone consoles include High Frequency (HF), Very High Frequency (VHF), Ultra High Frequency (UHF), UHF Satellite Communications (SATCOM), and Land Mobile Radios (LMRs), as well as pagers and voice recorders.

Impact If Not Funded: Failure to fully fund this program will result in continued stovepiping of C4 systems at each CP/AMCC. C4 system upgrades based upon individual "fixes" will greatly impair full implementation of AMC standards developed from the CP Template produced by AFC4A. The nonstandard systems developed would negatively impact CP/AMCC controller training at a critical time, during the transition from officer to enlisted senior controllers. Taken together, substandard and nonstandard C2 systems will greatly degrade the CP/AMCC ability to support USTRANSCOM intransit visibility requirements and, therefore, AMC's Global Reach objectives.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Systems Integration						D. Activity Identification Headquarters AMC, Scott AFB IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware			$2,300.0			$5,254.0			$1,726.0			$2,432.0
B(2) Computer Software	13	$1.0	$16.0	13	$1.0	$16.0	13	$1.0	$16.0	13	$1.0	$16.0
B(3) Telecommunications	1	$2.0	$2.0	1	$2.0	$2.0	1	$2.0	$2.0	1	$2.0	$2.0
B(4) Other Computer												
Subtotal			$2,318.0			$5,272.0			$1,744.0			$2,450.0
C. Software Development												
C(1) Planning/Design	1	$578.0	$2,815.0			$1,278.0			$4,861.0			$3,165.0
C(2) System Development	5	$191.0	$706.0	5	$191.0	$2,545.0	5	$191.0	$2,545.0	5	$191.0	$2,545.0
C(3) Development												
C(4) Mgt/Tech Support			$4,799.0			$5,228.0			$5,228.0			$5,227.0
Subtotal			$8,320.0			$9,051.0			$12,634.0			$10,937.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$10,638.0			$14,323.0			$14,378.0			$13,387.0

Narrative Justification:
AMC's Global Reach mission requires the transportation of cargo, passengers, and fuel anywhere in the world at any time. Thus the demands for information sharing on a global scale are increasing; information must be shared across functions, locations, and organizations. In contrast, AMC's current systems operate with independent command and control systems developed for specific functional areas. These systems were built using incompatible design specifications. Thus, information sharing between systems is only possible through costly interfaces between systems, which often render the information passed between systems unreliable due to timing and translation errors. Furthermore, inconsistencies in systems documentation makes managing the impact of change difficult if not impossible.

Project Description:
AMC's C4 Master Plan (C4SMP) spells out AMC's long range goal of fielding a seamless, integrated, global Air Mobility C4 System. This project examines AMC's missions to identify an integrated set of requirements for Air Mobility command and control (C2) for the future. These requirements lead to systems architectures/designs and plans that guide future systems development and feed into DoD wide initiatives. There are seven specific tasks. Funding increases from previous input are due to addition of Task 7:
Task 1 - Build an enterprise wide architecture of all functions associated with Air Mobility, wide in scope, limited in detail. The primary purpose of these models is to provide long term planning of information systems development.
Task 2 - Build functional area models limited in scope to a specific function or set of functions. These models will provide greater detail on the specific requirements for a functional area, and will facilitate the transition from architecture to design.
Task 3 - Define and manage the interfaces between the command's current information systems. Includes interoperability testing of new functional software releases.
Task 4 - Design and development of the corporate information environment. Includes detailed baselining of current systems and reengineering or redeveloping them to include AMC architectures and standards.
Task 5 - Develop an integrated toolset for systems analysis, design, development, and maintenance.
Task 6 - Comply with the Information Technology Reform Act (ITMRA).
Task 7 - Modernize AMC C2 enterprise architecture under the initiative Mobility 2000 (M2K). M2K will revolutionize the command's C2 data flow connectivity, data processing, data base management and information display capabilities to position the command for more efficient and responsive air mobility operations in the 21st century. By leveraging Global Air Traffic Management (GATM) equipment installation and digital data link technologies for the first time ever, AMC will realize near-real-time, global, end-to-end data connectivity between the Tanker Airlift Control Center (TACC) and all mobility aircraft, and between TACC and Civil Reserve Air Fleet (CRAF) aircraft and CRAF carrier Operations Control Centers for rapid mission information sharing and coordination. This initiative consists of three critical subcategories: Aircraft Enabling Technology, Communication Pipeline and Integrated Flight Management (IFM) with Collaborative Decision Making (CDM).
Requirement is in the USTRANSCOM CINC'S IPL. Approved M2K Economic Analysis 2 Apr 99.
Systems Integration Software Development Life-cycle Costs: $119,745.5K in the FYDP (FY02-07) Systems Integration Economic Analysis Completed: 6 Oct 95
Interfaces: HQ AMC Standardization interfaces with all DoD data standardization. Directly, our standardization effort interfaces with HQ AMC, Air Force, TRANSCOM, Defense Mapping Agency (DMA) and Defense Information System Agency (DISA). To data/process modeling tools (IDEF0 and IDEF1X), HQ AMC data standardization tool (AFIRDS) and Air Force and DoD level Repositories, to transportation and DoD C2 systems. M2K Interfaces: Advanced Computer Flight Plan, Consolidated Air Mobility Planning System, LG Broker, Global Air Transportation Execution System, Global Decision Support System, Global Air Traffic Management System.
A FOC date of FY05 was determined by using the proposed candidate application schedule, which is under revision. To provide a single IOC date is not feasible because System Integration is an integrated project not a single system. As each system functionality is integrated into AMC's corporate information environment, there will be a cost savings.
Impact If Not Funded: Our current stovepipe systems will continue to deliver inaccurate and untimely, information to the people performing and served by the airlift and air refueling missions. AMC risks being inoperable with other MAJCOM elements and in noncompliance with both the Air Force and DoD standardization and migration programs. M2K: Limited connectivity will result in the inability to effectively command and control (C2) mobility forces during normal, contingency, and wartime scenarios. In contingencies and wartime, this will result in slower delivery of resources to the theater CINC and reduced ability to meet Latest Arrival Date (LAD) at the port of debarkation.
- Lack of this connectivity will affect worldwide force deployment and commander situational awareness.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Theater Deployable Communications (TDC)						D. Activity Identification Headquarters AMC, Scott AFB IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware	3	$2,000.0	$6,000.0	2	$2,200.0	$4,400.0	1	$2,200.0	$2,200.0	2	$2,200.0	$4,400.0
B(2) Computer Software												
B(3) Telecommunications			$270.0	1	$1,000.0	$610.0	2	$720.0	$1,440.0	2	$1,000.0	$2,000.0
B(4) Other Computer			$30.0			$190.0			$1,560.0			$1,720.0
Subtotal			$6,300.0			$5,200.0			$5,200.0			$8,120.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$6,300.0			$5,200.0			$5,200.0			$8,120.0

Narrative Justification:

Project Description:

- System composed of a high capacity tri-band SATCOM terminal (Lightweight Multiband Satellite Terminal) and a communications computer infrastructure package (Integrated Communications Access Package)
  - -- Joint, interoperable, lightweight, modular, high capacity, and deployable
  - -- Consists of data, voice, and message communications capability
- Reduces size, and reliance on shortfalled sustainment communications capability.
  - -- Reduces demand on airlift for initial communications by two-thirds
  - -- Provides more efficient scalable initial capability
- Provides connectivity back to the Tanker Airlift Control Center (TACC) and USTRANSCOM
- Supports Global Reach Laydown initiative and USTRANSCOM Strategic Plan FY1998-FY2017
- Integrated Commercial Off the Shelf (COTS) Technology
- **Initial Operating Capability(IOC)**-FY98, **Full Operational Capability(FOC)**-FY05
- **Cost Analysis completed Dec 99**

Interfaces:

- All DoD systems adhering to commercial networking standards (ISDN, Ethernet, serial)
- Supports Global Transportation Network (GTN), Global Command and Control System (GCCS), Command and Control Information Processing System (C2IPS), Global Decision Support System (GDSS), Core Automated Maintenance System (CAMS), Joint Deployable Intel Support System (JDISS),
  - -- Connectivity provided to Defense Information Systems Network (DISN), Defense Data Network (DDN), AUTODIN, MILNET, DISNET1
- Provides communications with ACC and any co-located Army or Navy units (TDC is the AF deployed network and communications infrastructure)

Impact If Not Funded:

- TDC responds to DoD Defense Planning Guidance FY94-99 which calls for "improved integration of national, theater and tactical intelligence and C3 systems, and theater and tactical communication systems."
- Contingency communications elements will not be able to provide initial bare-base deployable communications (TDC- New capability)
  - -- No base level communication support and very limited C2 communication support available to AMC deployed forces at bare base or austere stage, enroute, or off-load locations within the first 30 days of a deployment
- Sustaining communication equipment shortfall will continue to tax limited airlift capabilities; tactical communications equipment will continue to experience problems with limited military satellite availability
- Functional users will acquire stove-piped transmission capabilities reducing interoperability and increasing competition for limited SATCOM assets.
- Will not meet strategic goals for the Defense Transportation System (DTS) with approved timeframe

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)											A. Budget Submission FY 02 PB	
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Wing Local Are Network (LAN)							D. Activity Identification Headquarters AMC, Scott AFB IL	
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware	12	$54.0	$642.0	24	$56.0	$1,337.0	48	$62.0	$2,980.0	79	$60.0	$4,770.0
B(2) Computer Software	12	$52.0	$625.0	24	$53.0	$1,281.0						
B(3) Telecommunications												
B(4) Other Computer												$26.0
Subtotal			$1,267.0			$2,618.0			$2,980.0			$4,796.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction												
Subtotal			$0.0			$0.0			$0.0			$0.0
TOTAL			$1,267.0			$2,618.0			$2,980.0			$4,796.0

Narrative Justification:

Program Description:

- Provides programmed resources to give bases standardized capabilities
  - -- Provides greater interoperability within the command and units
- Provides all AMC users the ability to collect, retrieve, create, store, share, and present information electronically
  - -- Improve personnel effectiveness and efficiency.
- Command-wide desktop computer based electronic network designed to access both command and control C2 information and office automation functions from one computer
  - -- Implements departmental (intra-building) LANs and office information system capabilities
  - -- Provides centralized management of software resources
  - -- Real-time information transfer/sharing capability
- Provides computer hardware (servers, and network interface hub equipment), and network operating system (NOS)
- Provides intra-building infrastructure, cabling, connectors, and ancillary equipment to complete network

Initial Operating Capability (IOC) and Full Operating Capability (FOC) dates are not applicable to this program that provides equipment for the intra-building infrastructure at every AMC base and en route locations only.

Cost analysis: Completed August 1996

Cross Flow Requirements:

- All systems and all commands/services
  - -- Downward directed systems such as CITS, DMS, GCCS, GCSS, GDSS, C2IPS etc.
  - -- Supports the electronic mail system for information flow within and outside the command.

Impact If Not Funded:

- Wing LAN provides access to many vital information systems and services. Without it, users can't access electronic mail, world wide web file sharing, Command and Control Information processing systems , Global Combat Support Systems, Defense Messaging System, and base level data processing applications

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Activity Group/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description Minor Construction						D. Activity Identification Headquarters AMC, Scott AFB, IL		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
A. Equipment												
A(1) Replacement												
A(2) Productivity												
A(3) New Mission												
A(4) Environmental Compliance												
Subtotal			$0.0			$0.0			$0.0			$0.0
B. ADPE/Telecomm												
B(1) Computer Hardware												
B(2) Computer Software												
B(3) Telecommunications												
B(4) Other Computer												
Subtotal			$0.0			$0.0			$0.0			$0.0
C. Software Development												
C(1) Planning/Design												
C(2) System Development												
C(3) Deployment												
C(4) Mgt/Tech Support												
Subtotal			$0.0			$0.0			$0.0			$0.0
D. Minor Construction			$11,867.0			$8,692.0			$9,100.0			$11,000.0
Subtotal			$11,867.0			$8,692.0			$9,100.0			$11,000.0
TOTAL			$11,867.0			$8,692.0			$9,100.0			$11,000.0

Narrative Justification:

- The AMC facility investment strategy (FIS) is 1.5% of the facility plant replacement value ($3.2B). The minor construction portion of this amount has averaged $6M obligation authority (OA) over the past three years. The increased funding in the out-years will ensure necessary facilities are available for TWCF units and operations. This base level funding is absolutely necessary to construct such things as additional apron parking, freight and equipment storage, blast deflectors and maintenance space. The demand for airlift is continuously increasing as we are the only heavy lift capability in the world, so the needs for airlift facilities and infrastructure also continue to increase.
- In addition to the $6M OA required each year, there are emerging requirements. AMC/CV directed mandatory force protection and anti-terrorism measures be installed in all of our AMC passenger terminals starting in FY00. Currently there are over $6M in requirements identified at 6 overseas terminals to meet the first phase of the initiative. Requirements for the remaining en-route and CONUS locations are still being developed. After force protection initiatives for all passenger terminals are complete, the next AMC anti-terrorism force protection priority is for protection measures in all freight terminals, then for all contract air terminal operations, and finally for Naval Air Station airlift operations areas. In FY97, AMC/CC directed material handling equipment (MHE) be placed into shelters to prevent premature deterioration of the equipment. Aircraft generation equipment is also included in this facility initiative. AMC has a minimum of $8M in additional MHE and AGE covered storage to construct. These facilities will help preserve many of our 770 pieces of material handling equipment, a $336M investment, including the flagship of our airlift material handling fleet our expensive Tunner (60K) loaders. The covered storage for equipment initiative is a high priority, AMC/CC directed program. This is work over and above what is identified in the facility investment strategy. Additional funds are also needed to complete new pavement work. Many pavements we use were never intended for the heavy aircraft and heavy loading/unloading operations we conduct on a daily basis. The concentration of aircraft in one third of the enroute locations we used in the past, has taxed existing ramp/parking space. Overall, AMC's pavements are deteriorated and are currently limiting aircraft operations at several locations. Parking spaces and freight storage also need to be increased.
- The AMC TWCF investment strategy is in line with the Department of Defense Transportation Vision for the Twenty-first Century. It's intent is to ensure sustainability and quality of life. One of the guiding principles requires us to invest in transportation programs, systems, and enhancements that support mobility requirements, asset visibility, and efficient transportation operations.

INTERFACES: None

IMPACT IF NOT FUNDED

- Funding cuts will impact our ability to support critical AMC/CC, wing commander, 615 AMSG/CC, and 621 AMSG/CC requirements to enhance or improve mobility operations through the construction of new facilities and additions in the CONUS and en-route infrastructure.
- Projects that go unfunded are pushed further to the out-years creating facility shortfalls we cannot recover from unless MC funding is increased.
- Funding cuts will have a negative impact on our ability to provide seamless airlift from point of origin to destination, to provide quality customer service, and to bring our existing facilities up to AMC and Air Force standards. Many AMC TWCF facilities are old, inadequate facilities far from meeting acceptable standards, especially at our en-route locations. Pavements requirements continue to grow for both new parking/loading/refueling areas and for pavements deteriorating from heavy airlift use. Unfunded pavements requirements will result in limitations on AMC's ability to deliver passengers and cargo anywhere in the world. Passengers, troops, and valuable cargo and equipment will remain inadequately protected from terrorist threats. A multi-million dollar MHE and AGE equipment inventory will continue to be exposed to the elements causing the expected life span of this high priced equipment (including our costly flagship 60K Tunner loaders) to rapidly deteriorate.

EXHIBIT FUND-9B ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION
MINOR CONSTRUCTION (ATCH)

FY 02 PB

ity Command (AMC)/Transportation/J	QTY	FY00	QTY	FY01	QTY	FY02	QTY	FY03
A/C Ground Equip (AGE) Storage	4	1,304	5	1,726	2	653	2	955
Aerial Delivery System	1	362	1	216	0	0	1	465
Airfield Lighting	2	687	1	207	2	653	0	0
Air Freight Terminals	7	1,447	4	863	2	526	1	356
Air Frt/Pax Terminals	2	482	1	288	4	756	4	1725
Apron Parking	3	1,000	2	800	2	392	3	956
Blast Deflectors	2	362	1	216	1	357	1	397
Command Posts		0		0		0	1	314
Fleet Services	1	121	1	142	1	480	2	516
Fuel Hydrants		0		0	0	0	0	0
General Purpose Maint Shops	1	121		0	1	325	1	251
Maintenance Hangars	6	1,950	4	1,223	2	622	3	1252
Oil Water Separator - Wash Rack		0		0	1	255	0	0
Organizational Maint Shops	1	241	1	144	1	321	1	174
Rate Fluctuations/Change Orders/Design	75	1,500	75	1,500	75	1500	75	1500
Staging/Storage Yards	1	362	1	216	1	152	0	0
Test Cells	1	121		0	0	0	0	0
Vehicle Maintenance Shops	3	844	2	575	1	125	1	153
Weighing Scale		0	2	432	0	0	0	0
Squadron Operations	3	723		0	2	615	0	0
Engine Maintenance	2	240	1	144	1	115	1	476
Covered MHE Storage		0		0	4	1253	4	1510
TOTAL		11,867		8,692		9,100		11,000

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)													A. Budget Submission FY 02 PB FY 02 PB
Air Mobility Command (AMC)/Transportation/June 2001 Military Sealift Command (MSC)/Transportation/March 2001					C. Line No. & Item Description B(1), C(2), & C(3) IC3 System								D. Activity Identification
	FY 00			FY01			FY 02			FY 03			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
IC3:													
B(1) ADPE Hardware		Varies	$512.0		Varies	$524.0		Varies	$439.0		Varies	$0.0	
C(2) Systems Development			$1,318.0			$837.0			$1,420.0			$1,200.0	
C(3) Software Deployment (OTS)		Varies	$716.0		Varies	$733.0		Varies	$0.0		Varies	$0.0	
MOBILE COMMUNICATIONS:													
B(1) ADPE Hardware			$1,802.0			$1,808.0		Varies	$1,342.0		Varies	$253.0	
C(2) Systems Development			$300.0			$300.0			$300.0			$465.0	
VTC													
B(1) ADPE Hardware			$185.0			$165.0			$250.0			$0.0	
C(2) Systems Development			$200.0			$200.0			$330.0			$0.0	
EDI:													
B(1) ADPE Hardware													
C(3) Software Deployment (OTS)													
TOTAL			$5,033.0			$4,567.0			$4,081.0			$1,918.0	

Narrative Justification:

IC3: Integrated Command, Control, and Communications Project (IC3) is MSC's migration program to integrate systems and business processes from deliberate planning through execution in a common operating environment. IC3 will become an extension of the GCCS infrastructure allowing MSC to reduce redundancy in hardware, software, and communications while maintaining compatibility with DOD, DON, and Transportation migration initiatives. IC3 systems will interface with Transcom's GTN to provide ship schedules, JMCG (Joint Mobility Command Group) to provide information for decision making and JFAST for execution and deliberate planning. IC3 also will interface with joint systems such as JOPES operating in GCCS for operations/exercise/contingency requirements and MTMC's WPS for ITV data.

MOBILE COMMUNICATIONS: Provides support for mobile command and control for standardized communciations

VTC: Provides enhancement/replacement of Video Teleconference capabilities and support of virtual command center (suppor Joint Mobility Control Group (JMCG)

EC/EDI: Electronic Commerce/Electronic Data Interchange provide a client server infrastructure that supports data repositories and data warehouse requirements, standartization and readiness.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB FY 02 PB		
Air Mobility Command (AMC)/Transportation/June 2001 Military Sealift Command (MSC)/Transportation/March 2001					C. Line No. & Item Description B(1), C(2), C(3) ICE					D. Activity Identification		
	FY00			FY 01			FY 02			FY 03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
Systems Development:												
C(2) Systems Development			$900.0			$808.0			$1,245.0			$1,201.0
LAN:												
B(1) ADPE Hardware		Varies	$3,665.0		Varies	$678.0		Varies	$1,192.0		Varies	$206.0
C(3) Software Deployment (OTS)		Varies	$504.0		Varies	$508.0					Varies	$42.0
Data Warehouse:												
C(2) Systems Development			$1,250.0			$1,000.0		Varies	$1,500.0		Varies	$1,500.0
C(3) Software Deployment (OTS)			$1,250.0			$1,500.0		Varies	$1,385.0		Varies	$1,500.0
Y2K												
C(2) Systems Development												
TOTAL			$7,569.0			$4,494.0			$5,322.0			$4,449.0

Narrative Justification:

Integrated Command Environment (ICE) includes support for the following:

Systems Development - Includes support for systems integration, test, implementation, documentation and training. Some of the s involved include: FMS (Financial Management System), TFMS (Transportation Financial Management System), the new USTRANSCOM financial management system. IAMS (Integrated Acquisition Management System) in MSC's implementation of DoD's Standard Procurement System (SPS). New initiatives and requirement included in support of ERP (Enterprise Resource Planning) and DTS (Defense Travel System) solutions.

LAN: Provides equipment and software to implement LANs at all offices, area commands and headquarters. Software includes such items as Windows NT , Oracle; Logbook, Global Transportaion Network (GTN). The equipment includes servers, routers,. Asynchronous Transfer Module (ATM) switches, micros, printers, etc. Software Deploymnet increase is attributed to recurring software licensing and implementation of innovative/upgrades commercial off-the-shelf software.

Data Warehouse: Provides support for MSC Data Warehouse implementation in support of the Defense Transportaion System (DTS). This technology will apply online analysis software (CLAP) to the data supporting DTS. Involves the use of drill-down and graphic display techniques to data structured for direct fast retrieval and data mining by users, managers and staff.

Information Assurance: A new requirement that protects and defend information and information systems by ensuring their availability, integrity, authentication and confidentiality. This includes Public Key Infrastructure (PKI).

Y2K : FY99 cost associated with solving Year 2000 problems.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description A(1) REPLACEMENT						D. Activity Identification		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
1.a. SAFETY AND CARGO HANDLING EQUIPMENT			$1,300.0			$1,300.0			$8,300.0			$5,300.0
TOTAL			$1,300.0			$1,300.0			$8,300.0			$5,300.0

Narrative Justification:

Material Handling Equipment - FY 01

The 597th Transportation Group (Sunny Point) requires a Truck mounted 50 ton crane (truck forklift). The condition of the current asset has recently been downgraded as it is 28 years old. This truck is used to lift derailed locomotives and rail cars. It is also used for lifting any extra heavy objects throughout the terminal. Sunny Point also requires a 50,000 lb capacity bridge crane. The current asset on hand is 27 years old. The terminal is currently authorized 2 bridge cranes that are track mounted. These cranes are responsible for the timely and efficient transfer of containers from rail to truck chassis (or vice versa) and subsequent delivery to ship side for loading. Without reliable transfer capabillity, MOTSU's throughput capacity is greatly reduced, therefore RDD potentially affected. If the cranes are not refurbished or replaced in the near future, the strategic impact will result in Sunny Point's inability to meet the warfighting CINC RDD, especially in time of crisis or war.

Material Handling Equipment - FY 02

The Military Ocean Terminal Sunny Point (MOTSU) is the premier DOD ammunition terminal and is considered a vital part of the strategic CONUS power projection platform in suporting warfighting CINCs around the world. It is relied upon to maintain a high optempo consisting of ammunition resupply missions, prepo operations, and FMS operations. In accomplishing it's mission, the 597th TTG relies heavily on its two outdated PACECO cranes. These unreliable cranes are 27 years old and are not capable of fully serving (can't reach out board container cells) some of the commercial liners that call on MOTSU. This problem is only going to get worse as we move toward accomplishing the DoD containerization goal by 2001 of shipping 90% of ammunition by container. Additionally, MOTSU may have to service larger container vessels in the near future upon the completion of the Cape Fear River dredging project. With the river going from 38' to 42', it's feasible to expect even larger container ships calling on MOTSU. If the cranes are not upgraded with modern replacements in the near future, the strategic impact will result in MOTSU's inability to meet the warfighting CINC RDD, especially in time of crisis or war.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev				D. Activity Identification			
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
AUTOSTRAD 2000 (A-2000)												
HARDWARE			$4,000.0			$3,900.0			$2,800.0			$4,400.0
SOFTWARE			$1,800.0			$1,800.0			$1,800.0			$1,500.0
TOTAL			$5,800.0			$5,700.0			$4,600.0			$5,900.0

Narrative Justification:

AUTOSTRAD 2000 (A-2000)

The Transportation Data (AUTOSTRAD) 2000 initiative maintains MTMC's automation architecture in an Open Systems Environment (OSE) infrastructure. While major automated information systems at MTMC are developed by project managers under full DoD life cycle/MAISRC procedures, the A2000 program provides the Information Mission Area (IMA) common-user utilities to support the MTMC population at large. The program supports approximately 2,100 individuals at 52 locations worldwide -- headquarters, 4 major subordinate commands and ports. It provides on-going modernization of the underlying core of common-user utility functions such as: a common-user open access data communications pathway for both routine office automation, electronic mail as well as data transfers in and out of MTMC sites for main mission systems; data access tools to allow the analytical staff access to all MTMC data and manipulate it as needed; optical storage COTS ADPE and offering numberous retrieval advantages; CD-ROMs to replace hardcopy library stacks with electronic library services; CD-ROM-based electronic preparation and printing of forms; video teleconferencing, and low cost VI COTS. Among others, A2000 provides Local Area Networks (LAN), communications backbone, communication infrastructure upgrades at ports and piers, radio replacements, Web application to provide a common user interface to MTMC's broad customer based, and contract support for unique requirements.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev				D. Activity Identification			
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
Automated Information Technology (AIT)												
HARDWARE			$0.0			$1,000.0			$1,000.0			$1,000.0
SOFTWARE			$200.0			$1,000.0			$1,000.0			$1,000.0
			$200.0			$2,000.0			$2,000.0			$2,000.0

Narrative Justification:

AUTOMATED INFORMATION TECHNOLOGY (AIT)

Automatic Identification Technology is a suite of technologies that enables the automatic capture of source data rapidly and accurately, and transfer the data to AISs with little or no human intervention, thereby enhancing the ability to identify, track, document, and control deploying and redeploying forces, equipment, personnel and sustainment ammunition. AIT will streamline the logistics process and enhance the CINC's warfighting capability by providing ITV of critical assets and personnel in the transportation pipeline. MTMC will maximize use of mobile AIT augmentation kits worldwide and only implement fixed AIT solutions at solected sites. AIT capability will be provided at CONUS ports supporting force projection platforms as well as OCONUS permanent or contingency ports used for reception of forces during contingencies. AIT procured, configured, and installed wiil be integrated with other components of the DoD infrastructure and interface with automated information systems.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev						D. Activity Identification		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
CONUS Freight Mgt (CFM) System												
Hardware			$500.0			$1,000.0			$1,500.0			$3,000.0
Software			$10,200.0			$8,800.0			$6,650.0			$7,650.0
DTEDI			$300.0									
TOTAL			$11,000.0			$9,800.0			$8,150.0			$10,650.0

Narrative Justification:

CONUS FREIGHT MANAGEMENT SYSTEM (CFM)

CFM is a comprehensive freight management information system developed and managed by the Military Traffic Management Command (MTMC). It supports MTMC's mission by providing DoD's traffic management system for commercial freight transportation services. This complex mission involves over 800 shippers, 19,000 carrier tenders of service, and 2.3 million freight shipments annually. The principal purposes of CFM are to: provide an automated capability to transportation offices for carrier selection, costing, shipment documentation, and management of DoD freight movements within CONUS; provide prepayment audit support of carrier freight bills submitted to the Defense Finance and Accounting Service for payment; provide interface capabilities for 17 standard DoD information systems for Bills of Lading and Transportation Discrepancy Reporting processing via Electronic Data Interchange; provide shipment information on Defense assets to include intransit visibility data between origin and destination in support of readiness; and provide an up-to-date centralized database of commercial carrier tenders of service accessible to all DoD users. The System is embarking on a revised operating concept that will significantly improve CFM's ability to meet its users' needs in managing freight traffic. These improvements are being accomplished through Electronic Transportation Acquisition (ETA) technology enhancements. ETA provides DoD transportation officials a one-touch resource for acquiring, tracking, receiving, purchasing, and reconciling all transportation services. The system will provide high level data quality edits with instantaneous in the clear error messages and the ability to determine total costs of the shipment prior to shipment pickup by the carrier, and will utilize Electronic Commerce (EC) and Electronic Data Exchange (EDI) standards.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev				D. Activity Identification			
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
Common Operating Environment (COE)												
Hardware			$0			$0			$0			$0
Software			$1,509			$905			$700			$2,000
TOTAL			$1,509			$905			$700			$2,000

Narrative Justification:

COMMON OPERATING ENVIRONMENT (COE) and DATA STANDARDS

Military operations require the ability to respond to crisis situations anywhere in the world, on a moment's notice. Information must flow seamlessly and quickly among DoD organizations, CINCs, and command centers to the warfighter to assess operations and quickly develop new tactical strategies to deal with changes in the battlefield environment. Interoperability is essential in such a wartime scenario. The DoD Joint Technical Architecture (JTA) is a key element in DoD's overall strategy to achieve this capability. The JTA is the result of collaboration among the Services, Joint Staff, USD(A&T), ASD (CDI), DISA, DIA, and other elements of the Intelligence Community. Its open, standards-based approach offers significant opportunities for reducing costs, cutting development and fielding time through enhanced software portability, use of COTS, ease of systems upgrade, and hardware independence. The JTA standards specify the logical interfaces in command, control and intelligence systems, and the communications and computers that directly support the warfighter. OSD memorandum, 22 Aug 96, mandates that all emerging systems and systems upgrades comply with the JTA guidelines. Funds are needed to meet JTA guidance, bringing us into the Defense Information Infrastructure Common Operating Environment (DII COE), and the Common Data Environment (CDE).

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev						D. Activity Identification		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
Cargo and Billing System (CAB)												
Hardware												
Software			$1,500			$2,500.0			$1,200.0			$500.0
TOTAL			$1,500.0			$2,500.0			$1,200.0			$500.0

Narrative Justification:

Cargo and Billing System (CAB)

Provides support for MTMC's non-core financial business functions that will provide critical feeder data into the desginated migration accounting system. Primary functions are TWCF billing and cargo transactions data including, operational transportation data and edits, contract rates, cost and sales files, transactions based inquiry pertaining to all DTS ocean cargo movement and handling. Current capabilty does not integrate the cost and revenue aspects of ocean transportation and cargo servies into the accounting systems and has limited transaction level visibility. USTC will not attain Chief Finanacial Officer (CFO) compliancy without improvements to the accounting feeder systems and large errors and poor cost/revenue visibility will persist for MTMC TWCF financial operations.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)													A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev				D. Activity Identification				
	FY00			FY01			FY02			FY03			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
INTRANSIT VISIBILITY (ITV) PROGRAM													
Hardware			$3,786.0			$3,327.0			$4,470.0			$3,700.0	
Software			$7,756.0			$8,954.0			$9,017.0			$9,206.0	
DTEDI			$200.0										
TOTAL			$11,742.0			$12,281.0			$13,487.0			$12,906.0	

Narrative Justification:

INTRANSIT VISIBILITY (ITV) PROGRAM

The Intransit Visibility (ITV) Program funds a number of initiatives such as development of new automated capabilities designed to support ITV, establishment of interfaces between MTMC and a variety of DoD, Service, USTRANSCOM, and its components, and commercial carrier industry systems; transitioning legacy systems to standard integrated migration systems; development of enhancements to satisfy new requirements; insertion of technology such as Automated Information Technology (AIT) and Electronic Data Interchange (EDI) to improve and expand on intransit visibility reporting; supporting USTRANSCOM, DoD and DA data standardization and functional business process improvement objectives; and systems integration activities at various operating echelons. Specific initiatives are: (1) the Integrated Booking System (IBS), which replaces four inefficient obsolete systems. IBS will provide a standard traffic management baseline to support booking operations worldwide; (2) the Integrated Computerized Deployment System (ICODES) ship stow planning capability and integration into WPS; (3) the Asset Management System (AMS) for the management of DoD and leased container and rail assets; (4) integration of AIT which enables automatic capture of source data rapidly and accurately and transfer to AISs; (5) the Deployable Port Operations Center (DPOC)/Mobile Port Operation Center (MPOC) which is a highly mobile, deployable, self-sustaining and flexible configuration that provides the capability to respond quickly to a variety of tactical scenarios during contingencies anywhere in the world.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)													A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev								D. Activity Identification
	FY00			FY01			FY02			FY03			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
TFMS													
Hardware			$0.0			$0.0			$0.0			$0.0	
Software			$0.0			$4,000.0			$4,000.0			$0.0	
TOTAL			$0.0			$4,000.0			$4,000.0			$0.0	

Narrative Justification:

Transportation Financial Management System (TFMS)

The USTRANSCOM and the Defense Finance and Accounting Service (DFAS) have conducted a comprehensive review of financial management and accounting procedures and systems at all of the Transportation Command Components including MTMC. As a result of this review the MTMC Financial Management System (FMS) was identified as not in compliance with the Guide to Federal Requirements for Financial Management Systems and CFO Act of 1990 as amended by the Government Management Reform Act of 1994. The current MTMC system was designed 25 years ago and is no longer capable of meeting minimal operational needs. It has not been upgraded to keep pace with either technology or functional requirements.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												
									A. Budget Submission FY 02 PB			
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev			D. Activity Identification				
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
Transportation Operational Personal Property Standard System (TOPPS)												
Hardware			$1,200.0			$2,200.0			$2,000.0			$1,000.0
Software			$3,496.0			$3,828.0			$2,828.0			$2,529.0
TOTAL			$4,696.0			$6,028.0			$4,828.0			$3,529.0

Narrative Justification:

TRANSPORTATION OPERATIONAL PERSONAL PROPERTY STANDARD SYSTEM

TOPPS is a multi-service system chartered by the Office of the Secretary of Defense (OSD). TOPPS will automate and standardize personal property shipment and storage functions at both CONUS and OCONUS installation level. Development of this DoD directed joint program is required to provide necessary automated implementation of the Personal Property Movement and Storage Program worldwide. The TOPPS system is being developed in a modular phased approach and is fielded in the same manner. Proof of concept was successfully demonstrated and Initial Operational Capability (IOC) achieved in Feb 89. Currently, development of required baseline functional capabilities is 89% complete. Phase I and Phase II deployment to DoD and Coast Guard CONUS and OCONUS have been completed. TOPPS hardware moderniztion upgrade is planned for August FY00 with completion and fielding by FY01. Additional development in the out years will be required to support new business process re-engineering initiatives, changes in policies, and procedures of the DoD Personal Property Movement and Storage Program as defined by regulation guidance, the General Officer Steering Committee (GOSC), system interfaces meeting Electronic Data Interchange (EDI) requirements and future responds to Engineering Change Proposal Software (ECP-S) that support the system need to the user community.

Electronic Data Interchange (EDI). TOPPS complies with requirements of DoD's Technical Architecture for Information Systems (TAFIM). Complete Full Operational Capability (FOC) worldwide of the TOPS approved basebline is projected for completion FY01 and was aproved by the General Officer Steering Committee (GOSC) in Jan 00. TOPPS is an approved CIM migration system.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B. ADPE & Telecomm, C. Soft Dev					D. Activity Identification			
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
WORLDWIDE PORT SYSTEM (WPS)												
Hardware			$1,000.0			$1,000.0			$1,000.0			$2,000.0
Software			$2,505.0			$3,855.0			$4,505.0			$3,505.0
TOTAL			$3,505.0			$4,855.0			$5,505.0			$5,505.0

Narrative Justification:

WORLDWIDE PORT SYSTEM (WPS)

WPS provides movement control support, and facilitates force deployment. WPS is an automated information system (AIS) initiative that meets DoD goals and requirements for water port management of common user cargo moving in the Defense Transportation System (DTS). WPS will replace four aging AIS that support ocean terminal management and cargo documentation missions. WPS is essential to rapid force projection and effective intransit visibility of unit and sustainment cargo. This program provides movement control in support of the Army Strategic Mobility Program (ASMP), initiated as the result of lessons learned from Desert Shield/Storm and Congressionally mandated Mobility Requirements Study (MRS). When fully fielded, WPS will support MTMC ocean terminals, US Navy port activities and US Army Forces Command (USAR Transportation Terminal Units and active component Automated Cargo Documentation Detachments) with worldwide war fighting support missions. Electronic Data Interchange (EDI) applications and AIT devices will be integrated into WPS and will facilitate the cargo documentation process at the port.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B. ADPE & Telecomm, C. Software Development						D. Activity Identification		
	FY 00			FY 01			FY 02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
Minor Construction			$775			$800			$800			$800
TOTAL			$775			$800			$800			$800

Narrative Justification:

Minor Construction FY 01

Sunny Point requires improvements to the Fire Training Building. This building needs to add a new burn room and to add gas burners in the existing portion of the Fire Training Building. This improvement is required to meet NFPA code requirements. Training for burns occurring in facility have been suspended until improvements are accomplished. Fire Station #2 needs to add an additional 30 foot by 40 foot bay to the existing Fire Station to accommodate a hazardous material vehicle, aerial platform, and one 2000 GPM pumper. If this project is not accomplished, over $1.5 million worth of fire equipment will remain outside and continue to deteriorate. AR 420-90 requires fire apparatus and equipment to be housed from exterior elements.

Minor Construction FY 02

Sunny Point requires a breakwater and small boat dock to moor MOTSU (Military Ocean Terminal, Sunny Point) patrol boats. Currently the port utilizes a barge as breakwater/dock, during storms the barge and pile system often sustain damage. MOTSU spends $100K every two years for barge/pile repairs. There are no permanent facilities to moor small boats on MOTSU. A patrol boat is necessary to provide wate side security during munitions loading. The facility also requires improvments to its truck night drop pad. This is needed to correct capacity and new distance requirements. This construction will change the pad entrance and provide a new access road. Extending the barricade will allow the north east or access end of the pad to be shielded from the nearby classification yard. This will increase the net explosive weight (NEW) allowed in . the classification yard by over 600%.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)													A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001													C. Line No. & Item Description	D. Activity Identification
	FY 00			FY 01			FY02			FY03				
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost		
DCS- McGuire	1	$500.0	$500.0											
DCS- Ramstein				1	$400.0	$400.0								
DCS- Bahrain							1	$500.0	$500.0					
DCS- Kelly										1	$500.0	$500.0		
TOTAL			$500.0			$400.0			$500.0			$500.0		

Narrative Justification:

DCSS-MCGUIRE- Construct a new station to meet operational requirements.

DCSS-RAMSTEIN- Relocation of DCSS Rhein Main and consolidation with DCSS Ramstein.

DCSS-BAHRAIN- Construction of new station to meet operational requirements.

DCSS-KELLY- Construction of new station due to Kelly AFB closure.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)												A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description A(1) EQUIPMENT - HVAC						D. Activity Identification		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
EQUIPMENT												
(1) Replacement												
Batteries			$170.0						$0.0			
TOTAL			$170.0			$0.0			$0.0			$0.0

Narritive Justification:

Air conditioning unit for Building 1900 had a catastrophic unexpected failure. This resulted in overworking other backup systems and not providing the proper cooling of the building. Since building 1900 has no way to properly condition the environment, our only recourse is to fix the unit. Without this air conditioner, we would experience PC and server outages and poor working condidtions because there is no other way to ventilate the facility. This would be devasting to mission of USTRANSCOM.

CAPITAL SUNK COSTS: $.170M

CAPITAL PROGRAMMED COSTS: $.170M

TOTAL COSTS: $.170M

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)									A. Budget Submission FY 02 PB			
B. Component/Business Area/Date HQ USTRANSCOM)/Transportation/March 2001				C. Line No. & Item Description C(2) AIT/ITV					D. Activity Identification TCJ4-LIT			
Air Mobility Command (AMC)/Transpo	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
ADPE & TELECOM: TCJ4 Automated Identification Technology:												
SOFTWARE DEV:												
C(2) Sys Developmen			$500.0						$0.0			
TOTAL			$500.0			$0.0			$0.0			$0.0

Narrative Justification: The Defense ITV Integration Plan developed by CINCTRANS and approved by DUSD(L) on 8 Mar 95 for implementation by the Services and agencies highlighted the requirement to use Automatic Identification Technology (AIT) as a means to augment data collection efforts. AIT will be needed to support the day-to-day transportation business processes of shippers (ITO/TMO/MO and vendors), transhippers (CCPs and ports) and receivers (ITO/TMO/MO and theater transportation activities). The functionality provided by AIT must be integrated with Transportation Automated Information Systems maintenance and development in order to satisfy management and control of cargo moving through the complex transportation network (government and industry). AIT will improve our ability to manifest, bill for payment, and support ITV needs of our customers. AIT is integral to USTRANSCOM's GTN development and the DOD Total Asset Visibility (TAV) Program objectives. Benefits: When fielded, AIT integrated with AIS, will take the guess work out of what is in individual boxes or shipping containers or who is on the airplane. The AIT program moved to the opertating budget beginning FY01.

AIT CAPITAL SUNK COSTS: Software Development $4.388M Hardware: $.659M
AIT CAPITAL PROGRAMMED COSTS: Software Development $0 Hardware $0
AIT TOTAL COSTS: Software Development $4.388M Hardware $.659M

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)									A. Budget Submission FY 02 PB			
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1), C(2) ASN					D. Activity Identification TCJ4-LTS			
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
ADPE & TELECOM: TCJ4 Advance Shipping Notice (ASN)												
B(1) HARDWARE						135						
SOFTWARE DEV:												
C(2) Sys Development						2822			2950			2950
			0			2957			2950			2950

Narrative Justification. This project is to develop the capability to accurately project the arrival of cargo at Air Mobility Command operated CONUS Aerial Ports of Embarkation (APOE) 48 to 96 or more hours in advance. Outyear development will include similar projections from OCONUS aerial ports back to CONUS. Advanced shipping notification will minimize port hold times, increase APOE through-put, and facilitate aircraft scheduling for optimum effectiveness and efficiency, thereby significantly enhancing customer support. In short, this capability will significantly enhance organic air system velocity. ASN will create the necessary tools to improve the transportation scheduling processes and thereby allow a reduction in aerial port times hold times (part of system velocity) by one to two days. Air Mobility Command statistics indicate that a day's reduction in pipeline time saves about $47M annually. Creation of ASN capability would save $47M-$70M annually. Other potential capabilities/benefits (such as the possible creation of time definite delivery capabilities which would significantly decrease requirements for safety stocks) are not included in above estimate. Funding will involve: contract studies, hardware purchase, ADP systems analysis and programming, and travel and per diem. The hardware must be robust enough to process all Defense Automatic Addressing System (DAAS) supply transactions, Transportation Operational Personal Property System (TOPS), unaccompanied baggage transactions, and other transactions identifying impending shipments through complex predictive algorithms, on a real time basis. Cost of required changes to the software of interfacing systems is included.

ASN Capital Sunk Costs: Software Development: Hardware:
ASN Capital Programmed Costs: Software Development: $20.52M Hardware: $.26M
ASN Total Costs: Software Development: $20.52M Hardware: $.26M

($ in Thousands)												
B. Component/Business Area/Date TRANSPORTATION: USTRANSCOM HQ/ MARCH 2001				C. Line No. & Item Description C(2): BDSS					FY 02 PB TCJ4-BC			
Air Mobility Command (AMC)/Transportatio		FY00			FY01			FY 02			FY 03	
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
TCJ4 Business Decision Support System (BDSS)												
B(1) HARDWARE						100			56			
SOFTWARE DEV:												
C(2) Sys Development						1400			2000			2500
			0			1500			2056			2500

Narrative Justification. The Business Decision Support System (BDSS) will provide transportation managers the tools to access real-time multidimensional information on who is moving, how much, where, for whom, and how much does it cost. BDSS will employ state-of-the-art data warehousing and operations research technologies. The BDSS will employ a USTRANSCOM data platform populated with multidimensional data cubes built by USTRANSCOM staff and components, and data files consisting of data from sources such as the Global Transportation Network (GTN), the Defense Automated Addressing System (DAAS), and the Defense Finance and Accounting System (DFAS). BDSS will use web-based data mining tools to facilitate data queries and reports. It will incorporate statistical analysis and operations research tools to facilitate demand forecasting, profiling, and benchmarking activities. The development of BDSS is critical to provide CINCTRANS the capability to conduct trend analysis and forecasting in support of the USTRANSCOM mission. GTN cannot support this requirement because it does not produce aggregated reports, nor does it contain financial data. BDSS will integrate both financial and operational data from an intermodal perspective, providing CINCTRANS the capability to conduct the true intermodal analysis necessary to ensure the efficient operation of the DTS. Funding will involve: hardware purchase, contractor assistance to define requirements, draft operational requirements document, draft concept of operations, build data cubes, construct the data platform, and identify appropriate forecasting and optimization tools.

BDSS Capital Sunk Costs: None.
BDSS Capital Programmed Costs: Software Development Costs: $15.9M Hardware: $.2M
BDSS Total Costs: Software Development Costs: $15.9M Hardware: $.2M

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)													A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1): Command Presentation Systems									D. Activity Identification
	FY 00			FY 01			FY 02			FY 03			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
Cmd C4S: TCJ6 B(1) Hardware Presentation Systems			$270.0			$100.0			$200.0			$400.0	
TOTAL			$270.0			$100.0			$200.0			$400.0	

Narrative Justification: The USTRANSCOM Command Presentation Systems are extensively used on a daily basis for high level briefing and presentations. Audio visual technology is constantly being improved to enhance the presenters ability to project his information in the best possible way. To remain current with technology in future years, money must be budgeted to cover these upgrades. Computer Replacement - updates all conference room presentation computers with new machines with the latest capabilities and applications. Twenty-six (26) computers are replaced every five years. Projector Replacement - updates the conference room projectors as they age and become obsolete. Each year the oldest projectors, and their associated mounting and wiring, are replaced with the newest commercial projectors. All projectors are replaced over a five year period. Room Upgrades - Two auditoriums, six conference rooms and one command center periodically undergo updating and remodeling. Room upgrades reconfigure the presentation systems with the the latest controls, replace worn components and add or improve capabilities.

Capital Sunk Costs: Hardware: 0 Software: 0
Programmed Costs: Hardware: 2.4M Software: 0
Total Costs: Hardware: 2.4M Software:

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1), B(2) & C(2): Cmd Center/GCCS						D. Activity Identification		
	FY 00			FY 01			FY 02			FY 03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
Command Center/												
GCCS: TCJ6												
B(1) Hardware			$350.0			$450.0			$400.0			$1,400.0
WS Eqmt												
Display/Dist Eqmt												
B(2) Software			$135.0			$215.0			$220.0			$220.0
Sub Total			$485.0			$665.0			$620.0			$1,620.0
C(2) Sys Dev			$2,450.0						$600.0			$800.0
TOTAL			$2,935.0			$665.0			$1,220.0			$2,420.0

Narrative Justification: Global Command and Control System (GCCS) is a top-down directed program from OSD, managed by the Joint Staff J3/J6. To continue providing support for the CINC's command and control mission and to integrate the transportation functions into GCCS, it will be necessary to continue to upgrade the hardware/software architecture of GCCS\GCCS-T for USTRANSCOM. FY03 and FY 07 budget includes the life-cycle replacement for the GCCS server suite equipment. This life-cycle replacement complies with the USTRANSCOM approved 4 year life-cycle replacement policy. Replacement of older hardware, as well as, future upgrades of software to keep current with the GCCS program, is necessary in order to provide efficient and timely service to the CINC and the Component Commanders.

Capital Sunk Costs: Hardware: 5.189M Software: 1.17M
Capital Program Costs: Hardware: 7.155M Software: 6.90M
Total Costs (Sunk + Program): Hardware: 12.344M Software: 8.07M

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1)& C(4) Defend the Network Environment						D. Activity Identification TCJ6		
	FY 00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
TCJ6: Defend the Computing Environment												
B(1) HARDWARE			387			700			700			700
C(4) Mgmt & Tech Spt			550						400			400
			937			700			1100			1100

Narrative Justification. Defend the Computing Environment funds are for security engineering support to systems development/configuration changes and for security capabilities which protect the computing environment, such as virus protection, configuration management, auditing, etc. In order to have a strong security posture within the command, security must be built into USTRANSCOM systems from the ground up. In addition, security must be retrofitted into legacy systems that continue to fulfill an operational need. Consideration must also be made for the computing environment current systems exist in and new systems will be fielding into. The primary beneficiary of this initiative is GTN. Emphasis is on the GTN feeder systems operated by the Transportation Component Command's. Failure to implement system/computing environment security will expose the critical feed data populating GTN to hostile, offensive information attack leading to the corruption and possible destruction of the GTN database.

Capital Sunk Costs: Hardware: 0M Software: .4M
Capital Program Costs: Hardware: 3.2M Software: 3.0M
Total Costs Hardware: 3.2M Software: 3.4M

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)													A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1) & C(4) Defend the Network Infrasturcture									D. Activity Identification TCJ6
	FY 00			FY01			FY02			FY03			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
TCJ6: Defend the Network Infrastructure													
B(1) HARDWARE			387			700			700			700	
C(4) Mgmt & Tech Spt			550						400			400	
			937			700			1100			1100	

Narrative Justification. Defend the Network Infrastructure funds are for the development and fielding of a comprehensive, command-wide network security architecture (hardware, software, analysis tools, personnel, etc.) to protect, defend, report and analyze the security status of the command's networks. This architecture will extend current HQ USTRANSCOM network security capabilities out to our Transportation Component Commands and provide the CINC a true, command-wide status of security activities across the whole of the Defense Transportation System (DTS). This network security capability will be operationally focused and process oriented to include the following capabilities: monitoring and measuring C4 activities, identifying and prioritizing threats, defending against attack, coordinating responses to attack, and applying lessons learned both through procedural/process changes and technology enhancements.

Capital Sunk Costs: Hardware: .3M Software: .4M
Capital Program Costs: Hardware: 7.4M Software: 3.0M
Total Costs Hardware: 7.7M Software: 3.4M

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description C(2): DTR/Customs Border Clearance						D. Activity Identification TCJ4-LTC		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
Defense Transportation Regulation (DTR), Part V Customs/Border Clearance Program Automation												
SOFTWARE DEV:												
C(2) Sys Development									1,000			1,000
									1,000			1000

Narrative Justification. This project involves software development in support of the Defense Transportation Regulation (DTR), Part V, DOD Customs Border Clearance Regulation. USTRANSCOM is responsible for the systems development of the DTR component of the Transportation Document Management and Distribution System (TDMDS). Changes to the regulations are based on process improvements, technology innovation, Congressional law, customs regulation, and changing mission. The need exists to develop a methodology, functional process, and supporting technical infrastructure to automate Defense Transportation System (DTS) shipping documents, commercial bills of lading, and related customs and border clearance documents. These documents must then be distributed in an electronic environment on a near real-time basis to offices throughout the DTS, its corporate business partners, and civil customs/border clearance authorities, both in the US and abroad. The project seeks to populate these electronic forms with integrated information currently available in several existing DOD Transportation systems, including the Transportation Coordinators Automated Information Management System II (TC-AIMS II), the Global Transportation Network (GTN), the Global Air Transportation Execution System (GATES), the Worldwide Port System (WPS), the CONUS Freight Management System (CFM) and the Distribution Standard System (DSS). If this software development effort is not completed DTS shipments will continue to be frustrated unnecessarily, incurring significant costs, and severely impacting the readiness of our warfighting commands. Funding will involve development of a concept of operations, integrating data from the systems identified, developing electronic shipping documents, commercial bills of lading, and customs/border clearance forms in UN/EDIFACT, XML, or some other format and the means to distribute them electronically to all who need them over the World Wide Web (WWW), or NIPERNET.

DTR Capital Sunk Costs: Software Development: $0 Hardware: $0
DTR Capital Programmed Costs: Software Development: $6.2M Hardware: $0
DTR Total Costs: Software Development: $6.2M Hardware: $0

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1), C(2):TRANSCOM Infostructure						D. Activity Identification TCJ6		
	FY 00			FY 01			FY 02			FY 03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
TRANSCOM Infostructure TCJ6												
B(1) Hardware Upgrades									$150			
C(2). Sys Dev									$2,000			$2,461
			$0			$0			$2,150			$2,461

Narrative Justification:

USTRANSCOM iniated the Infostructure program to transform USTRANSCOM into a fully-integrated, Electronic Business organization with established electronic commerce relationships with DOD/commercial customers and suppliers.

The USTRANSCOM Infostructure program will provide the majority of the computing environment as defined by the Enterprise Architecture to include:

- Implementing standard analytical and display tools that provide information based on mission capabilities
- Migrating existing ways of managing data from information supporting separate applications/systems to a corporate approach that treats information as a resource to facilitate our total information needs

Executing the CINC responsibilities of USTRANSCOM requires a robust integrated supply of information from numerous data sources. In this data rich environment, there is a compelling need for a data architecture that standardizes the mechanisms for distilling raw data into information for the decision makers and takes advantage of the economies of scale in both software and hardware. Hardware funds are required to purchase software licenses, servers for WEB access, and robust data base capability. System development funds are required to adapt GOTS/COTS software tools to USTRANSCOM administrative and business needs. Continued support is required to maintain a fully functional and operational system.

Sunk Cosytts: Hardware $0M Software: $0M

Programmed Costs: Hardware: $.65M Software: $9.883M

Total Costs: Hardware: $.65M Software $9.883M

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1),(2),C(1),(2),(3),(4) GTN						D. Activity Identification		
	FY 00			FY 01			FY 02			FY 03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
GTN:												
B(1) Hardware			$100.0			$1,903.0			$0.0			$0.0
Interfaces/Queries												
Development												
B(2) Software			$0.0			$139.0			$0.0			$0.0
C(1) Planning & Sys Design			$1,477.0			$1,551.0			$0.0			$0.0
AMP			$563.0			$240.0			$140.0			$140.0
C(2) Sys Development			$24,619.0			$30,486.0			$7,000.0			$6,000.0
AMP			$1,860.0			$1,860.0			$1,910.0			$1,910.0
JFAST			$1,175.0			$2,015.0			$1,650.0			$1,650.0
C(4) Mgt & Tech Spt			$1,830.0			$1,910.0			$0.0			$0.0
			$31,624.0			$40,104.0			$10,700.0			$9,700.0

The Global Transportation Network (GTN) is USTRANSCOM's solution to provide a central, integrated source of accurate and timely transportation information to Defense Transportation System (DTS) planners, decision makers, and users through the World Wide Web. GTN provides in-transit visibility and C2 decision support functions, and collects, integrates and stores information from over 25 military and 30 commercial systems that support the DTS mission. GTN provides the transportation module of GCCS, the transportation domain for GCSS, and will host the JOPES Scheduling and Movement module. GTN provides near real time visibility of global and multimodal military movement of passengers, cargo, and patients during peacetime, wartime, and contingencies. GTN is DOD's authoritative source for in-transit visibility of unit and sustainment movement information. Provides Command and Control support to the CINC's, Services, and other agencies associated with the DTS. USTRANSCOM FY2001 Strategic Guidance: "GTN is the USTRANSCOM solution to the Joint Force Commander's need for secure, real -time transportation information. The Federal CIO Council, Center of Excellence for Information Technology (CEIT) awarded U.S. Transportation Command (GTN) as a CEIT 2001 award winner. Due to obsolescence and supportability issues, USTRANSCOM has come to the realization that GTN needs significant rework and technology refresh. A follow-on development, GTN 21, is planned for contract award in FY02 with minimal additional system development on the current GTN system. Funding requirements identified in FY02 and FY03 will allow for the prime contractor overhead support functions (Program Management, Systems Engineering, contracting and budgeting) and award fee based upon performance of projects already funded and under development. Sustainment of the current system is required until Initial Operational Capability (IOC) of GTN 21 is reached. GTN Capital Sunk Costs: Software Dev $148.084M, Hardware $20.415M; GTN Capital Program Costs: Software Dev $80.497M, Hardware $2.142M; GTN Total Costs: Software Dev $228.581M, Hardware $22.557M. AMP Capital Sunk Costs: Software Dev $8.5M, Hardware $0; Capital Program Costs: Software Dev $16.6M, Hardware $0; Total Costs Software Dev $25.1M H/W $0. JFAST Capital Sunk Costs: $5.713M Software Dev H/W $0; Programmed Costs: Software Dev $13.290M, H/W $0; Total Costs Software Dev $19.003M and H/W $0.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1),(2),C(1),(2),(3),(4) GTN 21						D. Activity Identification		
	FY 00			FY 01			FY 02			FY 03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
GTN 21:												
B(1) Hardware			$0.0			$0.0			$7,800.0			$4,000.0
Interfaces/Queries												
Development												
B(2) Software			$0.0			$0.0			$0.0			$0.0
C(1) Planning & Sys Design			$0.0			$0.0			$2,150.0			$1,750.0
C(2) Sys Development			$0.0			$0.0			$11,587.0			$19,877.0
C(4) Mgt & Tech Spt			$0.0			$0.0			$2,062.0			$2,132.0
			$0.0			$0.0			$23,599.0			$27,759.0

The Global Transportation Network 21 (GTN 21) is a follow-on acquisition to provide an equivalent capability of the current GTN and additionally fulfill operational requirements not addressed by the current system. Supportability and technical obsolescence issues require the current GTN system to be technically refreshed. GTN 21 will have greatly enhanced expandability and maintainability aspects. Funding is programmed to begin for Block 1 in FY02 which is in evolutionary development. GTN 21 will provide near real time visibility of global and multmodal military movement of passengers, cargo, and patients during peacetime, wartime, and contingencies. Competitive Source Selection is planned with anticipated contract award in 2nd Qtr, FY02. GTN 21 will continue to be USTRANSCOM's solution to providing a central, integrated source of accurate and timely transportation information to Defense Transportation System planners, decision makers, and users through the World Wide Web. GTN 21 will be an evolutionary program. GTN 21 Capital Sunk Costs: Software Dev $0, Hardware $0M; GTN 21 Capital Program Costs: Software Dev $132.588M, Hardware $48.200M; GTN 21 Total Costs: Software Dev $132.588M, Hardware $48.200M.

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description B(1), C(2): JMCG					D. Activity Identification		
	FY 00			FY 01			FY 02			FY 03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
JMCG: TCJ6												
B(1) Hardware												
Upgrades			$1,397.0			$1,235.0			$995.0			$885.0
C(2). Sys Dev			$600.0			$1,200.0			$590.0			$350.0
			$1,997.0			$2,435.0			$1,585.0			$1,235.0

Narrative Justification: Joint Mobility Control Group (JMCG) is the organizational structure for reporting and tasking all transportation requirements within DOD. System development funds are required for software development work on collaborative planning. Hardware funds are required to purchase classified LAN routers, Asynchronous Transfer Mode (ATM) switches, and servers and desktop hardware for additional capability. Investment of these capital funds will produce a more robust data communications system and allow JMCG to meet transportation requirement demands. The JMCG is the operational arm of TRANSCOM's command and control architecture. InfoWorkSpace is a groupware application that provides a vital enhancement to the continued operation and progress to the JMCG. The development of the application is required to support the JMCG'S reengineering goals and provides the JMCG the required flexibility in C2 functionality and in intra-command center communications. InfoWorkSpace provides that flexibility. Single Entry Response and Verification Enterprise System (SERVES) is a project intended to satisfy the JMCG requirement to migrate to an integrated and timely customer relations management process. System development funds are required to adapt COTS software tools to the Mobility Control Center environment and perform DITSCAP evaluations throughout the development. Hardware funds are required to purchase software licenses, servers and telephone equipment for an intelligent call routing function. The number of workstations equipped with the SERVES tools will increase each year from FY01 through FY03. Hardware funding in FY04/05 will replace equipment that is obsolete or approaching its end of useful life. Funding requirement increase in FY01 is due to expenses for Secure Terminal Equipment (STE) phones-$368K

Sunk Costs: Hardware $2.808M Software: $3.427M

Programmed Costs: Hardware: $11.630M Software: $4.80M

Total Costs: Hardware: $14.438M Software $8.227M

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1) & C(2), C(4): LAN						D. Activity Identification		
	FY 00			FY 01			FY 02			FY 03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
LAN: TCJ6												
B(1): Hardware Infrastructure Upgrades			$2,311.0			$1,875.0			$2,775.0			$1,500.0
C(2): Software Develop			$656.0			$1,991.0						
C(4): Mgt & Tech Spt			$300.0			$300.0			$300.0			$300.0
TOTAL			$3,267.0			$4,166.0			$3,075.0			$1,800.0

Narrative Justification: Local Area Network (LAN): Hardware includes infrastructure upgrades to support increasing bandwidth requirements. This is to include fiber optic installation intelligent hub upgrades and wide area network connectivity with the components commands. The USTRANSCOM Command and Control Information System (C2IS) is comprised of classified and unclassified segments and Wide Area Network (WAN) connectivity with its component commands. New software functionality to include work group capability and WAN connectivity with the components will be realized from capital investment in software. The current LAN assessment contract covers both unclassified and classified LANs but needs to be expanded to ensure successful implementation of enhancements. LAN infrastructure upgrade for the unclassified LAN is based on the current assessment to improve architecture from the ether net structure to a fiber optic structure. FY02 inludes network and security infrastructure to support E-BIZ requirements, classified microsoft NT server replacement and engineering to accomplish a theater centric assessment of baseline C4 systems available at DTS sites around the world. Capital Sunk Costs LAN: H/W $5.761M, S/W $.3M; Capital Programmed Costs: H/W $31.390M, S/W $3.0M; Total Costs: H/W $37.151M, S/W $3.3M. Capital Sunk Costs EBIZ: H/W $0, S/W $0; Capital Programmed Costs: H/W $.875M S/W

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1) & C(2): EVENTS LOGBOOK						D. Activity Identification TCJ6		
	FY00			FY01			FY02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
B(1) Hardware			535									
C(2). Sys Development			850			1200			800			763
			1385			1200			800			763

Narrative Justification: Logbook is an automated web-based information sharing tool developed to support the Command Center Operations for the Joint Mobility Command Group (JMCG). It is designed to manage time critical data which flows through command centers. It is the primary information sharing tool for the JMCG. Logbook provides an information sharing method that permits concurrent commentary and iterative work on linked tasks. Users can more efficiently collaborate since this tool delivers information to team members simultaneously, thus facilitating individual and team decision making. No other Command and Control (C2) system provides this functionality in a single application. Continued development of the application is required to support USTRANSCOM's command and control architecture. FY99 and future funding is required due to the rapid growth of Logbook based on user requirements and USCINCTRANS direction.

Sunk Costs: Hardware: 0 Software: 0
Programmed Costs: Hardware .1.7M Software $8.2M
Total Costs: Hardware 1.7M Software $8.2M

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)													A. Budget Submission FY 02 PB
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1) & C(2). MRM #15						D. Activity Identification			
	FY00			FY01			FY02			FY03			
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	
MRM #15													
B(1) Hardware			0										
C(2) Sys Development			4234										
			4234			0			0			0	

Narrative Justification: Memorandum Reform Memorandum (MRM) #15 - Reengineering Defense Transportation Documentation and Financial Processes is a major defense transportation reengineering initiative. The initiatives' key objectives are to reduce infrastructure costs, eliminate government-unique documentation and processes, reduce data requirements and improve accuracy, increase use of electronic commerce, and employ best commercial practices. As part of this effort funds are required for the logistics systems improvements. Systems improvements are designed to access the Services and DoD Agencies integrated booking systems and the PowerTracks freight payment system to provide automated, electronic shipping payment process and reconciliation with instructions; electronic data interchange; and connectivity for fast, accurate payment to carriers. Funds are needed for these transportation hardware requirements in order to develop the system processes that will be streamlined and are consistent with the objectives of MRM#15 to develop the infrastructure required to support the reengineered processes.

BUSINESS AREA CAPITAL PURCHASES JUSTIFICATION ($ in Thousands)									A. Budget Submission FY 02 PB			
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001					C. Line No. & Item Description C(2): Single Mobility System				D. Activity Identification			
		FY00			FY01			FY02			FY03	
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
ADPE												150
SOFTWARE DEVELOPMENT:												
C(2) Sys Development			1700			1530			1000			600
			1700			1530			1000			750

Narrative Justification: The Single Mobility System (SMS) will provide visibility of all requirements throughout the Defense Transportation System to better match those requirements with available assets. The system will consist of two parts: The Single Air Mobility System and the Single Sea Mobility System. SMS interfaces with existing Command and Control (C2) systems to provide a web based composite picture for decision makers at headquarters through component and unit levels. The aim of SMS is not to create a major new C2 system but rather to bridge the gaps between existing systems and to use those existing systems wherever possible. SMS will permit the consolidation of mobility requirements, creation of missions from those requirements, and the buying and selling of existing missions between units to more effectively utilize available assets. These missions will then be tracked through execution and post mission reporting by SMS through currently existing C2 systems or SMS modules designed to perform these functions where they do not exist. No other C2 system provides this functionality in a single application. System design funds are required to complete design specifications and documentation for SMS. System development funds are required for software development of all functional modules subsequent to the prototype. Continued development of the application is required to support USTRANSCOM's command and control architecture.

Capital Sunk Costs: Hardware: $.1M Software: $1.4M
Capital Program Costs: Hardware: $.3M Software: $6.8M
Total Costs Hardware: $.4M Software: $8.2M

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(1) & C(2). TFMS						D. Activity Identification		
	FY 00			FY 01			FY 02			FY03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
TFMS - TCJ6												
B(1) Hardware						$0.0			$300.0			
C(2) Sys Dev			$2,432.0			$4,760.0			$3,400.0			$2,000.0
TOTAL			$2,432.0			$4,760.0			$3,700.0			$2,000.0

Narrative Justification: Required to provide J8 with an integrated Transportation Financial Management System (TFMS). Will provide the Commander in Chief, USTRANSCOM the financial management information needed to manage Transportation Working Capital Fund (TWCF) funded operations. The first year of the program will include system development or the configuration of a summary level cost accounting module to meet the USTRANSCOM and TCC requirements. From the second year and beyond the program will provide for detailed development and modification of the cost accounting module to meet the TCC financial management system migration. Part of the effort will include integrating the TCC migratory accounting and financial management systems to the corporate HQ USTRANSCOM financial management system. Impact if not funded: This program is designed to integrate the financial functions of USTRANSCOM and its component commands. Failure to fund this program will effect the overall effectiveness and efficiency of the TFMS. USTRANSCOM will be unable to provide the senior transportation decision makers and the Chief Financial Officer with critical financial data needed to make more informed transportation decisions.

Capital Sunk Costs: Software: $.554M.

Programmed Costs: Software: $20.593M, Hardware: $.8M

Total Costs: Software: 21.147M Hardware: $.8M

ACTIVITY GROUP CAPITAL INVESTMENT JUSTIFICATION ($ in Thousands)										A. Budget Submission FY 02 PB		
B. Component/Business Area/Date Air Mobility Command (AMC)/Transportation/June 2001				C. Line No. & Item Description B(3). Video-Teleconferencing						D. Activity Identification		
	FY 00			FY 01			FY 02			FY 03		
Element of Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost	Quantity	Unit Cost	Total Cost
B(3) Hardware - TCJ6												
VTC Enhancement			$99.0			$650.0						$125.0
VTC Desktop						$75.0			$75.0			
VTS									$25.0			$25.0
TOTAL			$99.0			$725.0			$100.0			$150.0

Video-Teleconferencing (VTC) Enhancement: Funding used to expand or improve the capabilities of the existing facilities and/or create new facilities within USTRANSCOM. A completely new CINC VTC Studio is budgeted for FY01. The addition of a DVS-G circuit to the J6 conference room studio is planned for FY06. DITSCAP certifications for the VTC function are budgeted for FY00, FY03, and FY06. VTC desktop - A replacement for the existing desktop system will be installed in two phases starting in FY01. The new system will connect to 50, upper level management, desks throughout the Headquarters. The desktop system will be LAN based and cover both classified and unclassified connections. Video Teleconference Studio (VTS) - Procurement of replacement equipment for aging hardware is planned to maintain VTC capability. As a minimum, the current coders/decoders will be replaced as they reach the end of their service life starting in FY02. The current coder/decoder is no longer in production and will only be supported through 03. As the VTC network migrates from the Defense Commercial Telecommunications Network (DCTN) to the DISN Video Services-Global (DVS-G) network, funding will be necessary to convert some studio equipment to new standards and capabilities.

Capital Sunk Costs: Hardware $.604M Software 0
Programmed Costs: Hardware $1.900M Software 0
Total Costs: Hardware $2.504M Software 0