AFMC People Building Upon Centennial Legacy

Gen. Lyles underscores the contributions of Air Force people behind the technology in America's war on terror and how we've built upon 100 years of powered flight.

(PRWEB) February 2, 2003 -- AFMC People Building Upon the Centennial Legacy

By: Gen. Lester L. Lyles
Commander, Air Force Materiel Command

WRIGHT-PATTERSON AIR FORCE BASE, Ohio – As Air Force Materiel Command begins their year-long celebration of the 100th anniversary of powered flight, I am amazed by the tremendous advances in technology made in such a seemingly short time.

Since the Wright Brothers' first flight and the development of the aircraft as a weapon system, the United States has become the most powerful country the world has known. Our technological edge has made airpower a decisive factor in every military engagement since World War II. Providing increased capabilities to America's warfighters to maintain that edge is the heart and soul of our mission in Air Force Materiel Command, and I could not be more proud of the way the men and women of AFMC have achieved that mission this past year. AFMC people are building upon the centennial legacy every day by developing, acquiring and sustaining the most advanced air and space technologies and systems to give our warfighters the capabilities they need to accomplish their missions and return home safely.

They developed and fielded a Wind Corrected Munitions Dispenser, which so dramatically increased the accuracy of cluster bombs dropped by B-52 bombers that the venerable aircraft could be used for close air support for the first time in its 50-year history.

AFMC people increased the Air Force's capability by arming the Predator unmanned aerial vehicle with the Hellfire missile. This powerful weapon system provides near real-time video to decision makers to identify targets, engage the targets and accomplish battle damage assessment quickly and accurately.

They tested and delivered the Global Hawk unmanned aerial vehicle to the warfighters engaged in Operation Enduring Freedom, even though the high-tech UAV is still in the Engineering, Manufacturing and Development phase of acquisition.

Men and women in AFMC depots implemented a program called, "Lean, Mean" to cut costs, overtime and repair time throughout depot maintenance processes. In many cases, they’ve cut repair cycle time and put aircraft back into the hands of the operational commands sooner for use in the war on terrorism.

Their work on the KC-135 tankers is a prime example. Workers reduced that aircraft’s depot repair days from 400 in the year 2000 to 225 in 2002. Putting that into perspective, what took a little more than a year to do now takes about seven months -- putting systems back into the warfighter’s hands is what AFMC is all about.

AFMC people are completely dedicated to supporting the warfighter. They are taking a hard look at everything they do to determine how they can transform to improve that support. They are using programs such as divestiture to get rid of activities or tasks that are no longer needed, and spiral development to provide increased capabilities to warfighters when they need it most today! They are working to ensure they have the right people with the right experience in the right jobs through workforce shaping. They are using an approach called Enterprise Leadership to make all of our systems work with each other. They are bringing the warfighter into the development and testing phases of our weapon systems to ensure they are providing the capabilities needed. The bottom line is AFMC is developing an expeditionary mindset, becoming more efficient and responsive for the warfighter to do business with!
The men and women of AFMC have done an outstanding job this past year, and I am extremely proud and yet humbled to serve with them! As heirs to the Wright Brothers’ legacy, AFMC people are continuing today to deliver Proactive Rapid Integrated Dominant Effects to America’s warfighters!
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AFMC WARFIGHTER SUPPORT SUCCESS STORIES 2002
by individual AFMC bases

Air Armament Center, Eglin Air Force Base, FL

Air Armament Center studies smart fuse
The Air Armament Center’s Armament Product Directorate chartered a fuse study team to address problems with the Joint Programmable Fuse program and the current fuse industrial base. The JPF, designated FMU-152, can be programmed from the cockpit instead of on the ground prior to flight, enabling pilots to adjust fuses during the mission.

Mobile Global Positioning System proves worthiness in simulated electronic combat
Air Armament Center’s 46th Test Group deployed a 36-member team to Fallon Naval Air Station, NV, in support of Joint Global Positioning System Combat Effectiveness Bravo operational tests. The tests successfully demonstrated the GPS’s resistance to signal jamming. Mobile test assets, such as the Portable Field Jamming System and Land Navigation Vehicles, simulated the realistic electronic combat environment.

More tail kits on the way
The Joint Direct Attack Munition Systems Program Office at the Air Armament Center awarded a $127 million contract to the Boeing Company for a supplemental lot of 6,374 JDAM tail kits in support of Operation Enduring Freedom. The JDAM is a guidance tail kit that converts existing unguided free-fall bombs into accurate, adverse weather, "smart" munitions with an inertial navigation system and a global positioning system guidance control unit.

Target practice
The Armament Product Directorate Range and Aerial Targets Office of the Air Armament Center approved the first production articles for the BQM-34A-53 subscale aerial target after successful completion of a First Article Acceptance Test. The BQM-34-53 simulates enemy aircraft and missile threats in support of developmental and operational testing and weapon system evaluation. It is the Air Force’s only subscale aerial target capable of realistically replicating aerial threats.

Armament Center gives flares more flair
The 46th Test Wing of the Air Armament Center continued its accelerated and quick reaction flight and ground testing of advanced flares and flare dispense techniques for Air Mobility Command C-17 and C-130 aircraft with a 15-sortie Operational Utility Evaluation. Flares are fired from aircraft to divert enemy anti-aircraft weapons such as heat-seeking missiles. The resulting improved flare pattern for the C-17 is being applied throughout AMC to support ongoing operations.

Wind Corrected Munitions Dispenser
Air Armament Center developed and fielded the Wind Corrected Munitions Dispenser to improve accuracy of cluster bombs. Original projected procurement cost for the program was $1.3 billion, based on a program office estimated unit price of $25,000 per unit. The team delivered an average unit price in 1994 dollars of just over $10,000, returning $700 million to Air Combat Command. During Operation Enduring Freedom, Wind Corrected Munitions Dispensers were used in a close-air-support role from high altitude B-52 drops Â— an Air Force first!

Arnold Engineering Development Center, Arnold Air Force Base, TN

Arnold testing Joint Directed Attack Munitions for B-2
Arnold Engineering Development Center tested the separation of the Mark-82 Joint Direct Attack Munition from the B-2 in the centerÂ’s large transonic wind tunnel. This test will certify this smaller JDAM for operational use in the B-2 stealth bomber.

Engineers testing F/A-22 engine
Arnold Engineering Development Center performed accelerated mission tests of the F/A-22Â’s Pratt and Whitney F119 engine. These tests will demonstrate how the engine will perform after several hundred high-stress fighter mission profiles.

Arnold engineers test Joint Strike Fighter
Arnold Engineering Development Center evaluated aerodynamics and weapon and fuel tank separation characteristics for the Joint Strike Fighter in both the 4-foot and 16-foot transonic wind tunnels. Tests examined aircraft variants for the Air Force, Marines and Navy and will help optimize designs for this versatile next-generation aircraft.

Engineers put countermeasures under high stress
Arnold Engineering Development Center tested the NavyÂ’s Directed Infrared Countermeasures Device deployed on the F-18 Hornet. The test evaluated the deviceÂ’s operability at high speeds and different angles of attack, ensuring the systemÂ’s reliability during high-stress combat maneuvers.

Firing Peacekeepers
Testers at Arnold Engineering Development Center fired a Peacekeeper Inter-Continental Ballistic Missile second-stage motor under simulated altitude conditions in the J-6 large Solid Rocket Test Facility. The test validated the reliability of the upper-stage motors of the ICBMs that make up the land-based portion of our nuclear deterrent.

Arnold tests missile defense
Arnold Engineering Development Center conducted tests under simulated altitude conditions in the centerÂ’s 1,000-foot long ballistic Range G in support of the Ground Based Midcourse Ballistic Missile Defense program. Tests will help ground controllers verify the lethality of a hit as well as provide retargeting information.

Arnold aids United Nations
Test techniques used at Arnold Engineering Development Center are helping the United Nations monitor foreign static rocket tests to determine if rocket systems are in violation of UN sanctions against rocket performance enhancements.

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Aerospace Maintenance and Regeneration Center, Davis-Monthan Air Force Base, NM

Aerospace Maintenance and Regeneration Center’s Annual Reclamations
Aerospace Maintenance and Regeneration Center reclaimed and shipped a total of 1,120 parts in Fiscal Year 2002 in support of Operation Noble Eagle and Operation Enduring Freedom. Parts were reclaimed from the A-10, B-52, C-130, C-135, C-141, E-2, F-14, F-15, F-16, F-18, H-3, and H-53. The 1,120 figure is part of the grand total of reclaimed aircraft parts, including both routine and priority, of 21,885; valued at approximately $732.5 million.

Maintaining the Navy
Aerospace Maintenance and Regeneration Center finalized negotiations with the United States Navy to provide 14 operational F-16s to an aggressor squadron at Fallon Naval Air Station, NV.

Ever feel like the target?
Fighter pilots at Tyndall Air Force Base, FL, and Holloman Air Force Base, NM, will now train using F-4E drone aerial targets provided by the Aerospace Maintenance and Regeneration Center. The aircraft support Air Combat Command’s full-scale aerial target program.

Air Force Flight Test Center, Edwards Air Force Base, CA

Global Hawk makes early operational debut
Air Force Flight Test Center and Aeronautical Systems Center delivered Global Hawk to Operation Enduring Freedom, even though it is still in the Engineering, Manufacturing and Development phase of acquisition. The Global Vigilance Combined Test Force commander and a team from Edwards Air Force Base deployed with Global Hawk during its operational debut. GVCTF is now working to incorporate many of the lessons learned from the system’s deployment into the developmental test process.

F/A-22 demonstrates look-down, shoot-down capability
The F/A-22 Combined Test Force fired a guided AIM-120 Advanced-Medium-Range Air-to-Air Missile and destroyed a subscale drone over a test range at Pt. Mugu Naval Air Station, CA. The missile test demonstrated the Raptor’s look-down, shoot-down capability, which allows it to target, track and destroy a target that is pulling away.

Exchange program keeps engineers, warfighters in touch
Edwards Air Force Base is home to a unique training program designed to keep Air Force Materiel Command test pilots up-to-date with their operational counterparts. Started by the 416th Flight Test Squadron, the program is a one-on-one exchange that brings operational pilots to Edwards to expose them to the role developmental tests play in supporting the warfighter. In turn, test pilots travel to operational bases across the Air Force to fly tactical missions.

Real-time data on the fly
Integrated Real-time Information Into the Cockpit/Real-time Information Out of the Cockpit for Combat Aircraft provides the F-117 and its pilots with the ability to receive and transmit mission and target data from the air in real-time. Test experts at the F-117 Combined Test Force at Air Force Plant 42 in Palmdale, CA, teamed with their operational counterparts from Holloman Air Force Base, NM, to complete the second phase of the IRRCA flight-test project.
Raptor certified for hot pit
After five months of research, training and demonstrations, the F/A-22 Combined Test Force at Edwards Air Force Base, CA, expanded the F/A-22 Raptor’s operational capability once again as it certified the aircraft for hot pit refueling operations. Hot pit refueling operations allow the Raptor to be refueled on the ground while the engines are operating.

Test engineers put the brakes on
Test experts at Edwards concluded a series of flight tests aimed at familiarizing C-17 aircrews with a new brake system. The goal of the testing is to ensure pilots know exactly how much runway they need to take off or land the C-17 using the new brake system.

Edwards’s airborne laser building increases capabilities
With the flight test program underway, members of the Airborne Laser Integrated Test Force at Edwards are putting the finishing touches on an $18.5 million facility that will be key to upcoming ground tests of the Airborne Laser. The Ground Pressure Recovery Assembly facility will allow a test team to operate the weapons-class chemical laser here and conduct testing on the ground.

F/A-22 fires AIM missile at Edwards Air Force Base
The F/A-22 Combined Test Force at Edwards accomplished the program’s first supersonic AIM 120 Advanced Medium Range Air-to-Air Missile separation.

CV-22 returns to flight at Edwards Air Force Base
The CV-22 Osprey Integrated Test Force at Edwards returned the CV-22 to flight in September. Subsequent flight testing of the CV-22 at Edwards will assist senior defense leaders in making a final determination about the system’s viability and procurement. The tilt-rotor aircraft fills a long-standing United States Special Operations Command and Air Force requirement to conduct long-range insertion and extraction missions.

Weapons boost to B-1
Developmental and operational B-1B test crews at Edwards demonstrated the B-1 bomber’s new ability to drop a Joint Direct Attack Munition, a Wind-Corrected Munition Dispenser cluster bomb and an unguided ballistic weapon in one pass. The test team deployed to Dyess Air Force Base, TX, to test this boost in weapons capability, known as the Block E upgrade, in an operational setting with help from Air Combat Command maintenance crews and aircrews.

Air Force Research Laboratory, Headquartered at Wright-Patterson Air Force Base, OH

DataWall proves combat worth
The Air Force Research Laboratory Information Directorate taught members of the United States Army’s 10th Mountain Division to use the Portable Interactive DataWall for command and control. The DataWall allows the 10th Mountain Division’s Deep Operations Coordination Cell to simultaneously view and interact with multiple mapping applications, planning tools and intelligence feeds to provide a clear picture of the air and ground battle.

Air Force Research Laboratory develops chemical detection badges
The Air Force Research Laboratory’s Space Vehicles Directorate developed a hazardous chemical detection badge. Warfighters wear the badges to detect exposure to hazardous chemicals as well as to record total dosage.
The badges alert warfighters to wear protective gear and provide real-time exposure data to field commanders.

Air Force Research Laboratory tests nonlethal weapon
The Air Force Research Laboratory successfully tested active denial technology on humans. This breakthrough technology is designed to project an energy beam that repulses adversaries without injuring them. Nonlethal, millimeter-wave applications are effective and safe for humans.

Moisture detection technology has multiple combat applications
The Air Force Research Laboratory’s Directed Energy Directorate, with Southwest Sciences, developed instrumentation to detect ultratrace levels of moisture in process gases. The military can use this technology to monitor hazardous gases on the battlefield and in rocket launch areas, and provide on-line diagnostics and control of advanced jet engines.

Laser Ultrasonic Technology improves composite parts inspections for next generation fighter aircraft
The Laser Ultrasonic Technology system, developed by Lockheed Martin Aeronautics Company with technical assistance from the Materials and Manufacturing Directorate’s Nondestructive Evaluation Branch, enables affordable, highly accurate, high-volume inspection of complex-contoured composite parts for next generation fighter aircraft. The new aircraft composite parts inspection system will reduce the time required to inspect composite parts by up to 90 percent.

Technology -- the key to lowering missile defense costs
Air Force Research Laboratory Missile Materials and Manufacturing Directorate demonstrated a simplified and improved version of existing radar capable of meeting several national and theater missile defense systems’ technological challenges by using integrated photonics as opposed to electronics. This integrated approach reduces the size, weight, and complexity of each radar system. This research will help strengthen national security, while improving the operating capability of existing radar systems and decreasing development costs.

New generation bomblets sped to the war effort
Air Force Research Laboratory Munitions Directorate Fuses Branch replaced the standard MK-20 Rockeye leaflet bomblets with newly designed leaflet rolls. These rolls better dispersed the leaflets during flight tests over the Eglin Air Force Base, FL, ranges. The changes were made in minimum time with minimal development costs resulting in an overall cost savings and direct impact on Operation Enduring Freedom.

New wing designs promise to enhance F/A-18’s performance
Air Force Research Laboratory Air Vehicle Directorate and partners tested the Navy’s F/A-18 test aircraft at Edwards Air Force Base, CA, proving that a lighter, more flexible wing design can control wing warping at high speeds and enhance maneuverability. This design approach could also result in reduced aerodynamic drag, allowing greater range or payload and improved fuel efficiency.

It’s all bearings these days
Air Force Research Laboratory Propulsion Directorate Mechanical Systems Branch, in collaboration with Allcomp, Inc., developed a new composite cage for rolling element bearings in cruise missile engines. The lightweight carbon-carbon and carbon-phenolic composite cages enable rolling element bearings to operate at higher speeds with significantly less frictional heat generation than traditional bearings. The new composites will reduce parasitic bearing power loss up to 80 percent, largely due to the lower density, lower friction and
higher thermal conductivity of these materials. They also require less lubricant, improving overall bearing performance and durability.

Air Force Research Laboratory trains Army on Joint Defense Planning
Air Force Research Laboratory's Information Directorate provided Joint Defense Planner familiarization at the Command and Control Warrior School at Hurlburt Field, FL, to the Army's 263rd Air and Missile Defense Command. This tool will be used to prepare for theater operations, to build a defended asset list and a defense design.

Air Force Research Laboratory makes lighter Unmanned Aerial Vehicles
Air Force Research Laboratory Air Vehicles and Propulsion Directorates approved the concept of integrating composite materials and cylindrical capacitors technology into Unmanned Aerial Vehicle airframes, making them lighter. This technology could reduce energy storage system weight on selected unmanned aerial vehicles by hundreds of pounds, freeing up valuable space and offering tremendous savings in fuel consumption and operating costs.

Air Force Research Laboratory's new code optimizes combustion
To better understand the physical process of combustion, Air Force Research Laboratory Propulsion Directorate will use the FLUENT computational fluid dynamic code as part of a preliminary design process. This code will enhance computational modeling and simulation capability, thus identifying parameters and improving future designs that impact combustion performance.

Joint Air-to-Surface Standoff Missile Composite Body Rapid Response Process Improvement Program
The Air Force Research Laboratory's Joint Air-to-Surface Standoff Missile Composite Body Rapid Response Process Improvement Program saves millions by improving the manufacturing process and reducing the production cycle-time. JASSM is an autonomous, air-to-ground, precision, standoff missile for the US Air Force and Navy designed to destroy high-value, well-defended, fixed and moving targets.

Evaluation of the effectiveness of lubrication grease for flight controls and flight control actuators
Air Force Research Laboratory extended the lubrication maintenance interval for flight controls and flight control actuators from every 600 hours to every 1,000 hours Â· a 67% increase.

New 105mm practice projectile for Special Operations gunships
Air Force Research Laboratory developed a new 105mm Practice Projectile for Special Operations gunships. It is an inert-filled practice round that saves the Air Force Special Operations Command approximately $1.2 million per year, increases storage capacity worldwide by 40%, and increases the number of usable AC-130 gunship crew training ranges.

Smart Target Model Generator
Air Force Research Laboratory developed the Smart Target Model Generator, a three-dimensional (3-D) structural modeling software that rapidly generates realistic 3-D building models of military and industrial targets.

Aeronautical Systems Center, Wright-Patterson Air Force Base, OH

Aeronautical Systems Center gives Strike Eagles targeting flexibility
The Aeronautical Systems Center completed Fighter Data Link aircraft modification installations for Seymour-
Johnson’s fleet of F-15Es. The modification includes a tactical data link system enabling participants to send, receive, and display information for immediate target attack.

Aeronautical Systems Center delivers weaponized Predator
Aeronautical Systems Center developed the precursor to an Unmanned Combat Aerial Vehicle capability. The weaponized Predator will provide a fleet of reconnaissance platforms equipped with Hellfire missiles that can identify targets, provide near real-time video to decision makers, engage targets, and accomplish battle damage assessment on demand. This will allow the warfighter to put armed, unmanned platforms into combat situations and achieve Time Critical Target attack on small targets within seconds or minutes, as opposed to calling in and waiting for other strike packages.

Global Hawk makes early operational debut
Aeronautical Systems Center and Air Force Flight Test Center delivered Global Hawk to Operation Enduring Freedom, even though it is still in the Engineering, Manufacturing and Development phase of acquisition. The Global Vigilance Combined Test Force commander and a team from Edwards Air Force Base, CA, deployed with Global Hawk during its operational debut. GVCTF is now working to incorporate many of the lessons learned from the system’s deployment into the developmental test process.

B-1 computer upgrades
Aeronautical Systems Center upgraded B-1B bombers, giving them the capability to strike more targets, with more weapons, while increasing survivability. Computer upgrades to the B-1B Lancer provide the weapons flexibility to carry and deliver three different types of weapons on one sortie, including, for the first time, smart weapons. ASC delivered the computer upgrades a full year ahead of schedule.

U-2 Reconnaissance Avionics Maintainability Program
Aeronautical Systems Center and Lockheed Martin delivered superior situational awareness and survivability for the U-2S Dragon Lady reconnaissance aircraft pilot through upgrades to the aircraft’s 1960s-era equipment. Reconnaissance Avionics Maintainability Program upgrades provide better access to computer displays and additional back-up systems to increase survivability and information collection efficiency.

National Aeronautical Systems & Technology Conference
Transforming air power through technology and innovation headlined the third annual National Aeronautical Systems & Technology Conference, hosted by Aeronautical Systems Center and the Air Force Research Laboratory. Over 800 research and acquisition professionals from the Air Force, industry and academia met to focus resources and technologies to deliver war-winning capability to the warfighter now and throughout the 21st century.

C-17 System Program Office acquisition surge
The C-17 System Program Office of Aeronautical Systems Center completed an acquisition surge of a system-wide shortfall of nose landing gear adapters for the C-17 cargo aircraft, cutting delivery time by 75 percent. In direct support of the deployed C-17 aircrews, an acquisition team successfully surged to deliver mission-critical parts to keep them flying.

B-2 maintenance savings
Aeronautical Systems Center’s B-2 System Program Office, in conjunction with the Air Force Research Laboratory, reduced the cost and time required to maintain the B-2 aircraft after analyzing results from 1,200 flight hours on two sets of flight control actuator bearings. They extended the re-lubrication interval from 600
to 1000 flight hours. Savings are expected to be $7.2 million and 60,000 man-hours over a 20-year period.

AC-130U Spectre Gunship
In March, the Aeronautical Systems Center Special Operations System Program Office declared full operational capability for the Air Force Special Operations Command’s AC-130U Spectre Gunship. The heavily-armed AC-130U Spectre Gunship provides U.S. warfighters close air support, air interdiction and armed reconnaissance while positively identifying friendly ground forces during night or adverse weather operations.

Cadets soar higher with new gliders
Aeronautical Systems Center’s Flight Training System Program Office stood up the soaring division, accomplished pre-award planning and source selection, and delivered aircraft to the Air Force Academy’s Soaring program in one year. New gliders replace 30-year old technology and provide safer training and reduced maintenance costs to the Academy. Innovative practices, such as a virtual program office, which allowed program managers to function as an office of one and receive support on an as-needed basis, minimized delivery time and program costs.

Special operations forces targeting software
Less than one month after hearing combat controllers’ frustrations in locating targets and communicating the coordinates to strike aircraft, the Aeronautical Enterprise System Program Office of Aeronautical Systems Center developed the software to fix the problem and delivered it to Air Force Special Operations Command. Using spiral development concepts, the first software was loaded into current Special Tactics equipment and used immediately to create automated geo-fixing features that will improve combat capability for Special Tactics personnel and strike aircraft.

MC-130H gets quieter
The inside of Air Force MC-130H Combat Talon II aircraft will be quieter, thanks to a program called Cargo Noise Reduction from the Special Operations System Program Office, Aeronautical Systems Center, Wright-Patterson Air Force Base, OH. The program involves replacing deafening ALQ-172 blowers with quieter fans. The four cheek-rack fans located behind the cockpit will also be replaced with quieter fans.

B-2 mission support enhanced
The B-2 System Program Office, Aeronautical Systems Center, Wright-Patterson Air Force Base, OH, developed a Components and Expendables database that identifies all piece parts required to complete repair of B-2 reparable components. The database also projects consumption requirements for two years and aids advance procurement through the Defense Logistics Agency. B-2 bombers will spend less time on the ground with more time available for flight operations because of innovative, high-tech solutions to finding piece parts for its reparable components. B-2 sortie rates at forward operating locations will also be enhanced due in part to the acquisition of the B-2 Shelter System. The shelters support low observable maintenance activities at deployed locations, resulting in improved forward operating capability.

C-141 simulator profile developed
The Training Systems Product Group developed a C-141 simulator mission profile in just five days to enable aircrews to practice Kandahar flight procedures before flying their missions.
Electronic Systems Center, Hanscom Air Force Base, MA

Navigation system aids ally
Electronic Systems Center’s Global Air Traffic Operations Mobility Command and Control System Program Office and its selected contractors recently finished installing key air navigation and landing systems in Poland. The timing allowed Poland to participate in the March 2002 NATO exercise, “Strong Resolve.” The program office acquired, delivered and managed the installation of four instrumentation landing systems and two tactical air navigation systems. The landing systems allow pilots to determine proximity to the centerline, their position relative to the charted glide slope and their distance from the runway. The tactical air navigation systems are ground units with send-and-receive capabilities that provide pilots with bearing and distance information.

Electronic Systems Center puts command and control at decision makers’ fingertips
Electronic Systems Center recently rolled out the Command and Control Enterprise Portal and completed setup and production of the Development Portal environments. This web-based system is designed to let program and capability managers track the progress of the entire C2 enterprise. Air Force leaders can make trade decisions, opting to prioritize program components for funding based on how critical the component is to achieving a desired warfighting effect.

Electronic Systems Center streamlines deployment taskings
In March, Electronic Systems Center worked with nearly all Air Force major commands to transition the Air Force to using the Deliberate and Crisis Action Planning and Execution Segment. This critical software program, which is managed by ESC, allows the Air Force to plan and implement the movement of all Air Force personnel anywhere in the world to meet planned, rotational and contingency deployments. The users of DCAPES, the planners and commanders responsible for defining the Air Force’s response to designated war and peacetime requirements, including exercises, will now send and receive more accurate data and be better able to account for deployed personnel.

Putting the “control” in air traffic control
Electronic Systems Center has numerous air traffic control and landing systems working in the Operation Enduring Freedom theater to enable safe take-off, transit and landings in theater, even in areas where few and, in many cases, no air traffic control assets were previously available. They include the AN/MSN-7 Tower Restoral Vehicle, which serves as a mobile air traffic control tower, the AN/TRN-45 Microwave Mobile System Landing System, the AN/TRN-26 & AN/TRN-41 Tactical Air Control and Navigation Set, the AN/MPN-14K, Airport Surveillance Radar and the AN/MPN-25, Ground Control Approach System. ESC will also provide sustainment support for these systems.

New unmanned air vehicles speed to production
The Electronic Systems Center is working to rapidly acquire a number of miniature, specially designed unmanned aerial vehicles that will be used to protect deployed United States forces under United States Central Command control. The UAVs will provide security forces a real-time, unobstructed view.

Nuclear-proof message receiver
The Air Force recently declared an Electronic Systems Center-managed system, designed to survive and function even in the midst of nuclear attack, to be at initial operational capability. The modified miniature
reception terminal, known simply as the MMRT, receives emergency action messages before, during and after a nuclear attack when other non-survivable communications systems would be degraded. The new system replaces two separate systems previously used on the Air Force E-4 and Navy E-6 aircraft. This provides greater interoperability between the two planes and their service operators.

Speedy acquisition for greater airborne connectivity
Electronic Systems Center used innovative, agile acquisition strategies and worked cooperatively with Oklahoma City Air Logistics Center, Tinker Air Force Base, OK, and Air Mobility Command to progress from requirements generation to contract award in just two months on the Roll-On, Beyond-line-of-sight Enhancement pallets program. ROBE will connect the beyond line-of-sight with the line-of-sight air forces so every aircrew, whether en-route, engaged, or refueling in-flight, will have the same situational awareness and operational picture. Program managers plan to deliver the first production unit by September 2003.

Newest, most advanced Joint STARS delivered early
Electronic Systems Center’s Joint Surveillance Target Attack Radar System Joint Program Office recently delivered the 13th E-8C Joint STARS plane to the 93rd Air Control Wing, Robins Air Force Base, GA. The delivery came more than five weeks ahead of schedule, marking the ninth straight early delivery. This aircraft is the first to arrive with Personal Computer Improved Data Modem capability, an enhancement that will provide secure digital communications, exchanging target, threat, and other information with the Army’s Apache Longbow AH-64D helicopters and command elements. Joint STARS is the world’s most advanced airborne surveillance and target acquisition system. It provides real-time, accurate information about vehicles on the ground and slow-moving aircraft for peacekeeping missions and decision-making on the battlefield.

New web site unveiled
The Electronic Systems Center unveiled its User Developed Application Management program Web site. In its continuing effort to integrate users into the system acquisition and development processes, ESC developed a website that offers a suite of tools to execute remote collaboration on UDAs, perform configuration management, and provide information about standards and integration tips and tricks as they become available. The site bridges the gap between user-developed software solutions to battle management and larger formally developed applications.

Oklahoma City Air Logistics Center, Tinker Air Force Base, OK

Tinker squadron shines in deployments
The 654th Combat Logistics Support Squadron from Tinker Air Force Base, OK, deployed three Rapid Area Distribution Support teams to various classified locations. The teams provide specialized supply and transportation support to theater commanders, including delivery of Humanitarian Daily Rations and establishing bare-base capabilities. The CLSS also deployed two Aircraft Battle Damage Repair teams to classified locations, supporting B-1 and B-52 combat operations. The teams provided depot-level repairs on B-1 and B-52 aircraft, and repaired damaged E-3 aircraft. These teams also assisted in launching more than 600 B-1 and B-52 combat sorties, achieving a 97 percent sortie generation rate.

OC-ALC speeds advanced weapon to warfighters
Oklahoma City Air Logistics Center’s Cruise Missile Product Group responded to the events of 9/11, by accelerating both the flight test program and ultimate delivery of the AGM-86D Conventional Air Launched Cruise Missile Penetrator. This version of the CALCM is equipped with an Advanced Unitary Penetrator
warhead capable of penetrating soil and steel-reinforced concrete. This new weapon system is capable of holding at-risk, high-value, hardened and buried targets at a standoff distance, keeping the aircraft and aircrew out of harms way.

Tinker supports North Atlantic Treaty Organization crews

The 72nd Services Squadron, Tinker Air Force Base, supported North Atlantic Treaty Organization Airborne Warning and Control System aircraft crews deployed to Tinker to fly Operation Noble Eagle missions. The squadron housed 347 NATO personnel and worked monthly subsistence billing for NATO Forces between home station and Tinker contractors for optimum effectiveness in the procurement of ground support and flight meals.

Tanker modification increases fleet efficiency

The KC-135 System Program Office at Oklahoma City Air Logistics Center administered the KC-135 Reduced Vertical Separation Minimums modification, providing increased accuracy in measuring the aircraft’s altitude. RVSM-compliant aircraft are allowed to operate at altitudes where aircraft vertical separation has been reduced to accommodate increased aircraft traffic. The RVSM designated altitudes provide optimum aircraft cruise conditions and minimize fuel consumption.

Depot team spirits aid to B-2

Oklahoma City Air Logistics Center B-2 System Program Office provided constant engineering support during Operation Enduring Freedom to B-2s from the 509th Bomb Wing at Whiteman Air Force Base, MO. LALR sent engineers and equipment specialists to Whiteman Air Force Base on a rotating basis to ensure the survivability of the aircraft before they performed their combat missions. This enabled the 509th Bomb Wing to generate aircraft more expeditiously without impacting weapon system effectiveness during the Afghanistan combat missions. LALR also led a quick reaction team responding to the B-2 Wing Commander’s emergency request for a new specialized Low Observable material to enhance survivability. They provided on-site engineering direction, coordinated alternate transportation with the nation’s airlines shut down, and put new material on the fleet in only four days. Their efforts and key engineering decisions were integral to the B-2’s outstanding operational effectiveness and contributed significantly to supporting the longest combat sortie in history.

Going Dutch: Engineers support deployment

The Oklahoma City Air Logistics Center Contractor Logistics Support Directorate provided KC-10 deployment support to the Netherlands. As part of an existing foreign military sales case, the Royal Netherlands Air Force notified the CLS Directorate of an imminent KC-10 tanker deployment in support of Operation Enduring Freedom. The CLS Directorate worked with Boeing engineers to obtain the required hardware and software. Arriving five days prior to the deployment at Eindhoven Air Force Base, The Netherlands, engineers worked through the weekend to successfully complete installation, deploying the Dutch aircraft the next day.

Ogden Air Logistics Center, Hill Air Force Base, UT

Ogden Air Logistics Center cuts F-16 depot time

To improve F-16 production line flow rates and return F-16s to combat units faster, Ogden Air Logistics Center’s F-16 Division reengineered their critical path flow plans for major modifications. Combined with adding additional shifts to its operations, this improvement shortened depot maintenance turnaround time from
168 to 131 days.

Ogden Air Logistics Center extends A-10 service life
Ogden Air Logistics Center’s A-10 Thunderbolt program provides the warfighter a 100 percent on-time delivery rate. The A-10 Hog Upgrade project repair program is aimed at doubling the service life of the aircraft through major structural upgrades to the wings and fuselage.

Standard Systems Group, Gunter Annex, AL

SSG contribution to Air Force Portal
Four "Quality of Life" portlets developed by Standard Systems Group are now fully operational on the Air Force portal. These include on-base and off-base housing information, Services yellow pages, excess Automated Data Processing Equipment, and document templates from the Tongue and Quill.

2002 Excellence in Partnership, Loyal User Award
Headquarters Standard Systems Group Information Technology Directorate was the recipient of the 2002 Excellence in Partnership, Loyal User Award given by the Coalition for Government Procurement.

Warner Robins Air Logistics Center, Robins Air Force Base, GA

Warner Robins surges F-15 radars
Warner Robins Air Logistics Center’s Electronic Warfare Management Directorate expedited contract qualifications for Nurad, the new manufacturer of antennas, radomes and tuned antenna/radome assemblies. The directorate reduced the normal qualifications time period by nine months, allowing the new supplier to immediately begin supporting the ALQ-135 Band Three radar system, used on the F-15C aircraft. The directorate and Nurad have provided 100% of the units required to Enduring Freedom customers and are poised to produce additional surge units as required.

Warner Robins directorate solves parts puzzle
Warner Robins Air Logistics Center’s Technology and Industrial Support Directorate emergency manufactured 750 ejection seat brackets and 140 main rotor pins for the F-15 and H-60 fleets, reduced backorders for F-15E horizontal stabilizers to zero, put spare C-5 pylons in supply for the first time ever, and saved $3.4 million while producing F-15 wings.

When you absolutely, positively must have it now
The warfighter now has more Low Density/High Demand aircraft available for mission requirements. Several repair surge requirements for the AC-130H Gunship’s 105MM manifold assemblies were awarded in less than 24-hour turn-around-time. The TATs is normally 70 to 100 days.

MH-53 helicopter conversion on track
Warner Robins is managing conversions to the MH-53 helicopter fleet, Low Density/High Demand assets used to deliver special forces into their objective areas. Current and projected worldwide tasks require increasing the fleet size. Headquarters United States Special Operations Command and Headquarters Air Force Special Operations Command provided funding for the conversions.

Lean techniques save time and money
Warner Robins Air Logistics Center’s Electronic Warfare Management Directorate saves time and money by
LEANing their process for purchasing electronic warfare equipment. Using a newly implemented, streamlined process, the overall time required to process purchase requests to repair electronic warfare items used on F-15, F-16, A-10, B-52, B-1B and all U.S. Air Force transport aircraft is significantly shorter. The Electronic Warfare Management Directorate recently conducted its first ever Rapid Improvement Event using LEAN techniques. The focus of the event was to find a better, faster way of processing purchase request orders to repair electronic warfare items on existing contracts. The directorate brought together experts in program management, contracting and finance to apply LEAN Depot Repair principles currently being used in aircraft production to the repair purchase request process.

Combat support anytime-anywhere
Members of the 653rd Combat Logistic Support Squadron ensured critical warfighting assets were put back into the operation’s theater well ahead of schedule. CLSS deployed to Mountain Home Air Force Base, ID, to replace a cracked forward box on a left vertical stabilizer for an F-15C aircraft.

Robins Air Force Base high mission capable rates support war efforts
Efficient and effective depot maintenance at Warner Robins Air Logistics Center keeps the C-5 transport plane ready for missions all over the world. The base is responsible for the programmed maintenance of the entire C-5 fleet. Gen. John Jumper, Air Force chief of staff, was pleased with the results that the C-5 production team is making. "Despite increased utilization rates and an aging airframe, the C-5 support team continues to set the standard for weapon system management," he said.

Robins Air Force Base team speeds flow of spare parts for special operations aircraft
Warner Robins Air Logistics Center’s Special Operations Forces System Program Office accelerated the repair and acquisition of special operations aircraft spares. Measures taken met increased Special Operations Forces requirements due to wartime demands. Since the beginning of the war effort, 3,591 backorders were aggressively managed within the Integrated Product Teams with 3,243 requirements being filled.

Robins Air Force Base improves surface-to-air missile warning system
Special Operations managers at the Warner Robins Air Logistics Center are improving critical electronic warfare equipment by reducing surface-to-air missile false alarms to deployed air crews. False alarms cause flares to dispense that unveil the operation, destroy the secrecy element, identify the aircraft as a target, and place the crews at risk. AN/AAR-44A MWS is a passive Infrared Warning Receiver designed to provide warning of surface-to-air missiles. When the system alarms, a signal is sent to the countermeasures dispensing system to eject flares in order to decoy approaching missiles. The system was scheduled to be modified to improve the defense capability for special operations aircraft over a year’s period. However, working with the depot, all systems were modified and shipped to Air Force Special Operations Command ahead of schedule.

Hand-held Global Positioning System improved
The Global Positioning System Support Division in the Space and Missile Systems Management Directorate recently awarded a contract to purchase more than 1,600 Precision Location GPS Receivers. More commonly called "Pluggers," these hand-held navigation aides are used by U.S. forces in Afghanistan and other anti-terrorist operations. The GPS Support Division also tested and released new software for the PLGR that allows warfighters to use the PLGR with a laser rangefinder to more accurately gauge targets on the battlefield.
Program office solves Low Altitude Navigation and Targeting Infrared for Night component failure problem
The Avionics Management Directorate Precision Attack System Program Office helped solve a long-standing
reliability problem with Low Altitude Navigation and Targeting Infrared for Night targeting pods. High failure
rates of the slip ring assembly, a critical pod component, have severely limited the targeting pod’s mission-
capable rates for the past several years. Coordinating closely with primary and secondary contractors, a
PASPO-lead team redesigned the slip ring assembly, producing prototypes and conducting lab tests and field
trials to improve on the assembly.

Team Robins partners increase Ultra High-Frequency radio production
To increase support and repair capability of critical equipment needed by warfighters, Warner Robins Air
Logistics Center employees increased production of ARC-164 ultra high frequency radios. United States and
foreign military sales aircraft use the ARC-164 as the primary means of air-to-air communications for its anti-
jam frequency hopping (HaveQuick), night vision imaging, secure voice and remote control capabilities. When
asked to increase daily production rate of this radio to support surge demand, the Avionics Directorate, Avionics
Production Division and the 116th Air Control Wing worked with Raytheon, the ARC-164 prime contractor, to
increase the rate of repair. MAI increased manpower to increase their repair rate.

C-5 System Program Office streamlines C-5 repairs
The C-5 System Program Office awarded a contract to manufacture C-5 flight control surfaces for an entire C-5
program depot maintenance cycle. The $341 million, seven-year Indefinite Delivery Indefinite Quantity
contract to Vought Aircraft Industries, Inc., will decrease aircraft flow days and sustain the aircraft through
retirement. The C-5 SPO mechanical component repair team also awarded a contract to allow quick placement
of orders and faster repair turn times. The $35.2 million contract to Thomas Instrument and Machine Co., Inc.,
is for the repair of 40 mechanical, electro-mechanical and hydro-mechanical weapon system components.

Warner Robins Air Logistics Center Logistics Directorate rushes E-3 technical data package to United States
Air Forces in Europe
The Logistics Engineering Data Management branch rushed a complete technical data package for use by
United States Air Forces in Europe to meet an urgent requirement from the North Atlantic Treaty Organization
customer. The E-3 Joint Tactical Information Distribution System Program Office asked for the package in 30
days, so the Data Management Branch reallocated resources to fulfill the request. Twenty-two people were
shifted from other priorities to build, analyze and print bid sets on disks and distribute the products to the E-3
program office.

Warfighters praise MH-53 software improvements
Special operators in the field credit the Special Operations Forces Directorate upgrades to battle center software
as providing exceptional effectiveness during combat operations. The surge requirement upgrade improved the
cockpit displays responsible for hover symbology, vertical velocity scale for hover and terrain-following
modes, added bulls-eye capability, a new Miltope digital map unit fix and 16 other software change requests.
The capability was developed, coded, lab tested and flight-tested on schedule.

Tunner System Program Office accelerates mission kit production
In response to wartime demands and overseas deployments, the Tunner System Program Office in the Vehicle
and Support Equipment Directorate accelerated the production of Mission Requirements Support Kits and
Temporary Mission Support Kits. The SPO, Headquarters Air Mobility Command and contractor Systems and
Electronics, Inc., personnel produced, packaged and delivered these kits to worldwide locations well ahead of
contract schedule.

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Support Equipment and Vehicles Directorate develop safer troop seats
More robust one-man, two-man, and three-man troop seats for multiple cargo aircraft were developed by the Warner Robins Air Logistics Center Operating Location of the Support Equipment and Vehicle Management Directorate at Brooks City-Base, TX. They will provide troops with a safer, more durable and more comfortable seat, particularly during long overseas flights in Operation Enduring Freedom. An AC-130 troop seat mishap prompted development of more rigorous standards for seats. The new standards demand a tougher, flame resistant material capable of accommodating a 250-pound occupant at 16 times the force of gravity. The new seats, made of heavy-duty materials, reduce overall repair demands, and offer a more durable inter-seat zipper connection and double fabric to improve wear and a solid seat back to avoid equipment entanglement. These seats have been recommended by the engineering and technical staff as "safe-to-fly" the C-130, C-135, and C-141 aircraft.

Safer vests for MH-53 helicopter gunners and crewmembers
The Support Equipment and Vehicle Management Directorate's modifications to the survival vest and gunner safety strap for MH-53 helicopter crewmembers provide enhanced survivability and personal safety. Gunners and crewmembers now have the option of using the vest instead of the traditional gunner's belt to distribute the G-force from the occupant's mid-section to the entire body. They also may augment the safety strap with a rip stitch device that decelerates the G-forces by 35 percent before the Gs impact the crewmember. Together, these two modifications will reduce the risk of injury to helicopter crewmembers.

311th Human Systems Wing, Brooks City-Base, TX
Brooks develops early detection system
The Human Systems Program Office is developing the Lightweight Epidemiology Advanced Detection and Emergency Response System Program for use by troops. LEADERS is a web-based application combining data collection and storage capabilities along with a suite of tools to support hospital administration, medical data surveillance, event management, emergency response and system administration. Its primary function is to provide the earliest possible detection of covert biological warfare incidents or significant outbreaks of disease, and enhance their ability to respond quickly and effectively.

Biological Augmentation Teams from Brooks play crucial battlefield roles
The Air Force Institute for Environment, Safety and Occupational Health Risk Analysis fields rapid response teams that deal with potential threats in the areas of Biological, Radiological and Theater Epidemiology. The Biological Augmentation team performs advanced diagnostic identification of clinical and environmental samples with potential biological hazards. The three Radiological Assessment Teams: Nuclear Incident Response Force 1 (rapid response), Nuclear Incident Response Force 2 (follow-on response), and Radiological Assessment Team (a field laboratory) provide field reconnaissance and laboratory confirmation to assess ionizing radiation and resulting risk. The Theater Epidemiology Teams provide medical and environmental threat assessment, environmental monitoring and sampling, disease outbreak evaluations, and medical early warning and surveillance.

Aeromedical evacuation takes a step forward
Two aeromedical evacuation systems allow airlift planners to provide better care and more options to ensure injured warfighters are moved quickly to medical facilities. The 311th Human Systems Program Office recently delivered two systems in support of Operation Enduring Freedom. The Stryker 965 is a new gurney that provides patients better care during long aeromedical evacuation missions. It has an integrated traction system.
which better protects patients with neck and spinal injuries. In addition, the frame can turn or rotate to reduce bedsores, providing better overall comfort. The second system, the Patient Support Pallet, allows medical and airlift personnel to transform cargo aircraft into an aeromedical transport platform in less than an hour.

Bioenvironmental risks to warfighters investigated
To assess environmental hazards to warfighters in Southwest Asia, the Air Force Institute for Environment, Safety and Occupational Health Risk Analysis, Risk Analysis Directorate, Environmental Analysis Division deployed a specialized team to conduct environmental baseline surveys at several Southwest Asia locations. Responding to a U.S. Central Command Air Forces request, AFIERA personnel performed on-site investigations for Environmental Protection Agency listed-criteria pollutants and collected air and soil samples to characterize the site’s environmental conditions. Brooks City-Base and U.S. Central Command Air Forces bioenvironmental engineering personnel were briefed on potential health risks and risk management alternatives for these locations.

Air Force Security Assistance Center, Wright-Patterson Air Force Base, OH

Humanitarian Efforts
AFSAC executed over $11 million for Presidential draw downs in support of humanitarian efforts for Tunisia, Afghanistan, Republic of Georgia, Columbia and Sierra Leone.

Warehouse Redistribution
AFSAC’s Worldwide Warehouse Redistribution Services program improved supply support for foreign military sales customers by 21 percent less than stock list price with delivery in 58.5 days.

Military Foreign Sales
AFSAC closed 663 foreign military sales cases-exceeding Air Force Security Assistance Center’s goal of 506 and the Air Force’s goal of 606 resulting in the release of over $115 million in excess funds.

Individual equipment and uniforms delivered
AFSAC delivered 17 pallets of uniforms and individual equipment material to Kandahar, Afghanistan, in only seven days.

Headquarters Air Force Materiel Command, Wright-Patterson Air Force Base, OH

Alternative Dispute Resolution
Air Force Materiel Command became the first major command in the Air Force to design, develop and deploy a comprehensive plan to facilitate the use of Alternative Dispute Resolution to resolve workplace disputes.

Command Labor Agreement
Headquarters Air Force Materiel Command and the International Association of Firefighters concluded
negotiations in May 2002 on a new four-year Command Labor Agreement.

Modern Defense Civilian Personnel Data System
Air Force Materiel Command migrated fully to this Department of Defense data system in 2002. Impacts were significant, including troubleshooting delayed personnel actions, comprehensive training of users, and changes to the civilian merit promotion tools and processes.

Central Human Resources Model
Based on recommendations of a Directorate of Personnel-led team, Air Force Materiel Commandâ€™s commander approved a concept to stand up civilian personnel education and training and resources management entities under a central Human Relations function. Air Force review and approval is pending.

Officer and Enlisted Evaluation Content Management Solution Project
Headquarters Air Force Materiel Commandâ€™s Information Technology, Materiel Systems Group and Directorate of Personnel partnered with Air Staff Directorate of Personnel Promotions and Evaluations office, Air Force Personnel Center Promotions Branch and Air Force Publishing to develop and test the Air Force Officer and Enlisted Content Management Solution at Wright-Patterson Air Force Base, OH. The CMS will automate the present paper evaluation process by developing automated forms and automated processing of these forms. Process improvements will include such features as online data entry forms, centralized automated tracking, paperless distribution and electronic signatures. These features will save raters, senior raters and military personnel flights several hours of correcting and tracking reports. Currently, the team is meeting to finalize the operational requirements and implementation plan.

Virtual Management Level Review
Air Force Materiel Command has automated the scoring function of the Management Level Review Process. In October 2002, AFMC Directorate of Personnel began using the Virtual Management Level Review software program developed by SAIC, a contractor. The program allows senior raters to score records via the automated system, thus producing automated order of merits. It also has given Headquarters AFMC Promotion Section the capability to automate some internal promotion processes. In the future we hope to be able to automate the records and briefs, thus making the process even more efficient for senior raters.

HQ AFMC Military Pay Finance and Personnel Training Team
In order to help resolve pay issues impacting our warfighters and to assist the Air Force, Headquarters Air Force Materiel Command Comptroller and Directorate of Personnel have created a traveling training team. This team provides training to finance and personnel troops at each AFMC base. The teamâ€™s goals are to expand the communication channels between Military Personnel Flight and finance personnel, provide tools to assist in day-to-day updates and increase confidence level of personnel using the Defense Joint Management System, all of which leads to less input errors to Air Force Personnel Center and Defense Accounting Service. The team has trained three bases and the feedback has been positive. Currently, the average time to get a case worked/closed at AFPC and DFAS is 34 days. Six months ago a case being worked at AFPC or DFAS could take anywhere from three to four months to get worked. Although, MilPDS pay cases remain, it is initiatives such as this that help prevent further delay in resolving pay problems affecting our warfighters.

Scientist and Engineer Recruiting and Retention
During 2002, Air Force Materiel Command has had an active role and interest in the recruitment and retention of Air Force scientists and engineers. The following Air Force initiatives were fully supported by AFMC command staff:
Airman Education and Commissioning Program
This program targets enlisted force as officer candidates. It graduates 30-35 technical degrees per year; increasing funding to produce more, and it provides tuition plus salaries (E-5 and above).

Re-Recruiting Engineers
This program targets key year groups of engineers (3-13 years of service), highlighting benefits of continued service, the rewarding career opportunities that lie ahead for those who stay, and critical role they play in defense of our nation. Thirty engineer counselors have been trained and have met with more than 1,500 engineers. The intent is to eventually re-recruit all officers in undemanned career fields.

Critical Skills Retention Bonus
This program targets current members with critical skills via retention bonuses. It authorizes a maximum of $200,000 in a career for critical skills. The Air Force is planning $10,000 per year for 4 years. It is Targeting 4-13 years of service (5-13 years of service for Air Force Academy graduates), requiring 4 year service commitment agreements. The Air Force Directorate of Personnel is working contracts and implementation.

College Sponsorship Program
This program recruits juniors and seniors pursuing engineering degrees. Participants enlist as an E-3, and enter Officer Training School after graduation. Participants are paid a salary and benefits while they complete college. The program has been accelerated from FY04 to FY03 per Secretary of the Air Force direction.

Air Force Materiel Command Deployments
In 2002, the Manpower Personnel Readiness Center managed the deployment of over 6,100 military and civilians on Air and Space Expeditionary Force steady state requirements and current contingency requirements.

Reserve Mobilization
The Manpower Personnel Readiness Center received approval for activation of 895 Reserve Component forces, mobilized 570 of the forces approved for activation, and prepared a plan for demobilization of all forces within two years. Three hundred-forty were demobilized in 2002.

Virtual Out-Processing
Headquarters Air Force Materiel Command Information Technology has again taken the lead with the Air Force Personnel Center to develop the Air Force Virtual Out-Processing Program. This new web-based program allows warfighters to out-process from their bases and units through an automated system rather than running around base to several agencies to out-process. Airmen who perform a Permanent Change of Station, retire, or separate can use the system. Another plus for AFMC is this system originated from a system developed by the military personnel flight at Brooks City-Base, TX. Currently, the program is available to all AFMC bases. By summer 2003, Air Force Personnel Center plans to have it available to the entire Air Force to include civilian employees. Less time spent going to places where you don't need to go and convenience to the warfighter is a major plus of this new system.

Air Force Portal Contributions
Air Force Materiel Command Information Technology Directorate worked to develop the AFMC Portal during 2002 with the following objectives: a standard web view with consistent look and feel and distinctive command branding which will make it easier to get services and find essential information online; a powerful content
management capability to ensure web content remains current and relevant for users, with a site that knows who you are; and a common platform for all future AFMC web initiatives to simplify business practices and improve the way the Air Force does business online. Now the AFMC portal’s capabilities are being integrated with the Air Force Portal.

Customer-Oriented Leveling Technique reduces customer wait times
An integrated product team, led by Air Force Materiel Command Logistics Supply division and comprised of members from AFMC’s Plans and Programs Management Sciences division and Ogden, Oklahoma City and Warner Robins Air Logistics Centers, developed the Customer- Oriented Leveling Technique to improve parts support to depot maintenance for Defense Logistics Agency managed parts. COLT improves the existing process by explicitly targeting warfighter support in the calculation of stock levels at each ALC. It also includes real-world considerations, like DLA responsiveness and General Support Division funding profiles. Over the past year, COLT reduced the Customer Wait Time across the ALCs by 64 percent. AFMC/XPS is working to expand this capability to the base-level, by working with Air Education and Training Command and Air Combat Command’s Logistics Supply divisions staffs to test the program at Laughlin AFB, TX, and Seymour-Johnson AFB, NC.
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