

2005 REQUIREMENTS SYMPOSIUM



**BREAKOUT TOPIC:
542d Flightline Equipment
Sustainment Squadron**

**542d
Support Equipment &
Vehicles Sustainment
Group (SEVSG)**

Briefer: Mr. David Miller

Title: Flight Director



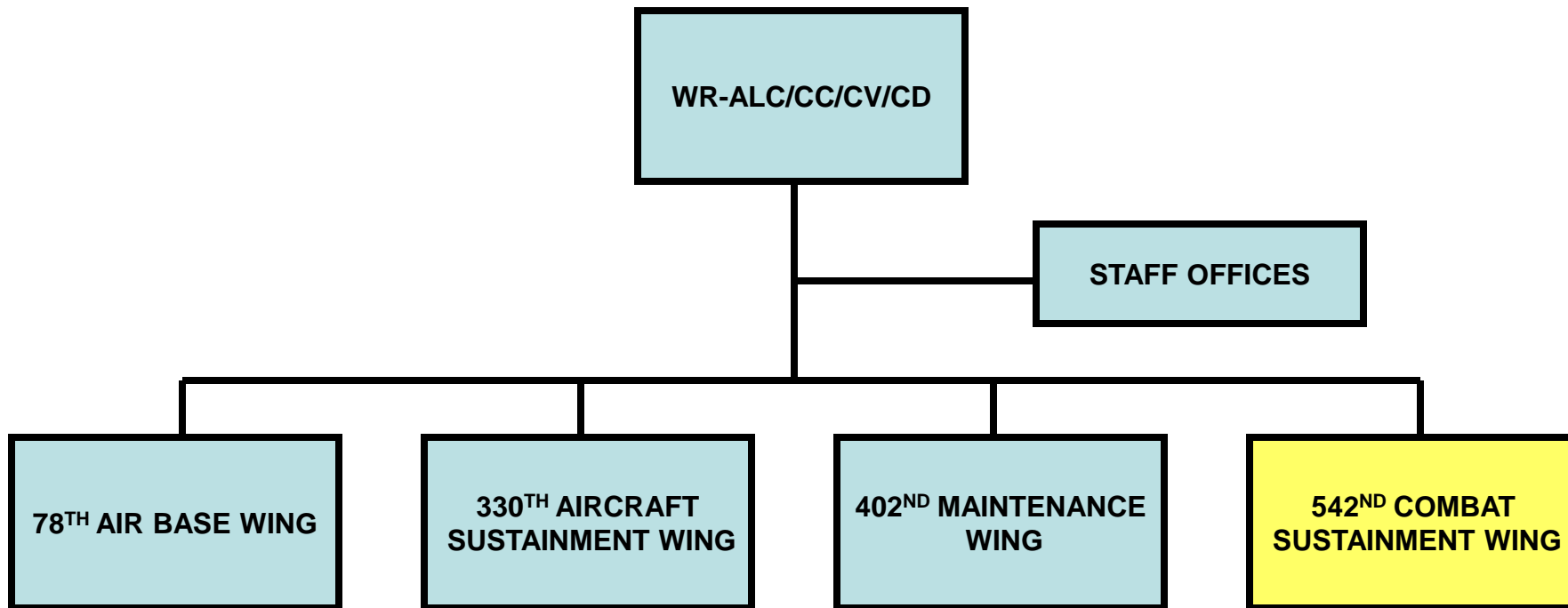
Overview



- Organizational Structure
- Mission
- Equipment Transformation
- Program Requirements
- Major Procurements

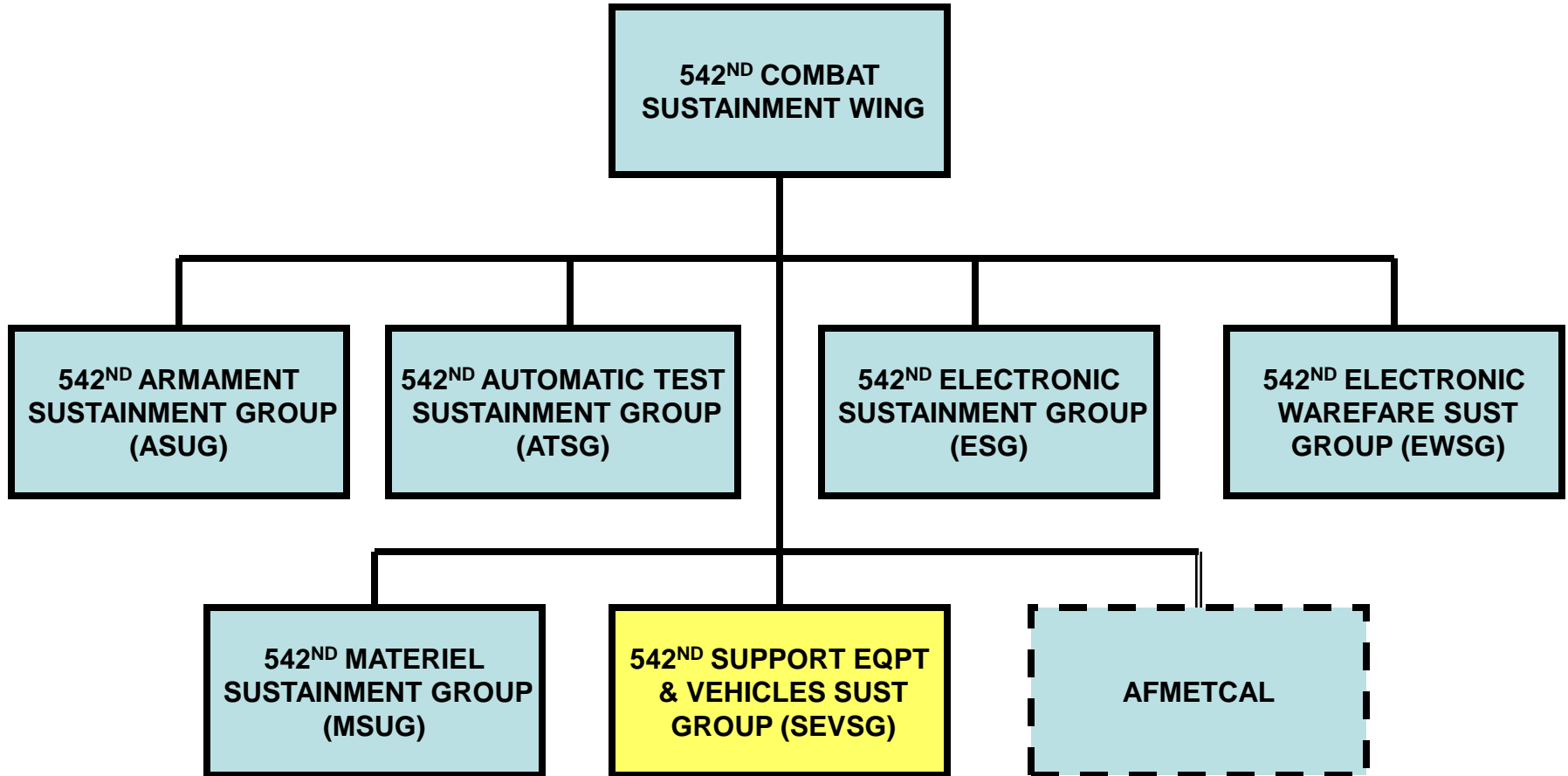


Organizational Structure (Wing)



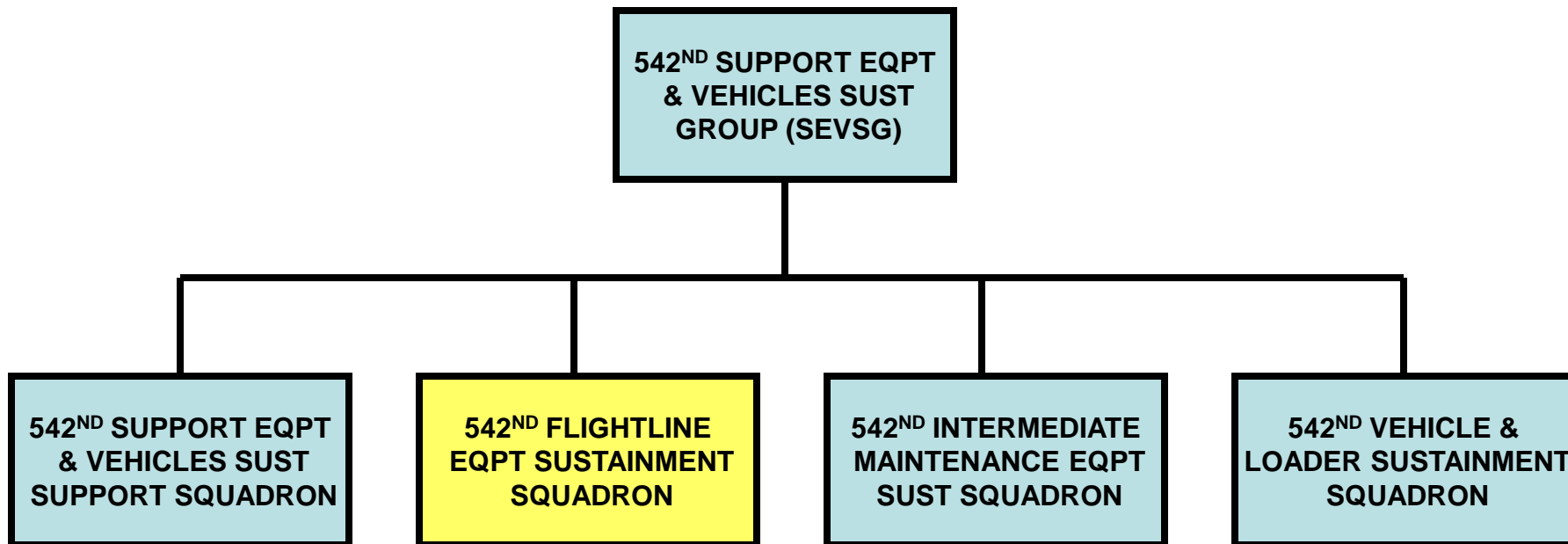


Organizational Structure (Group)



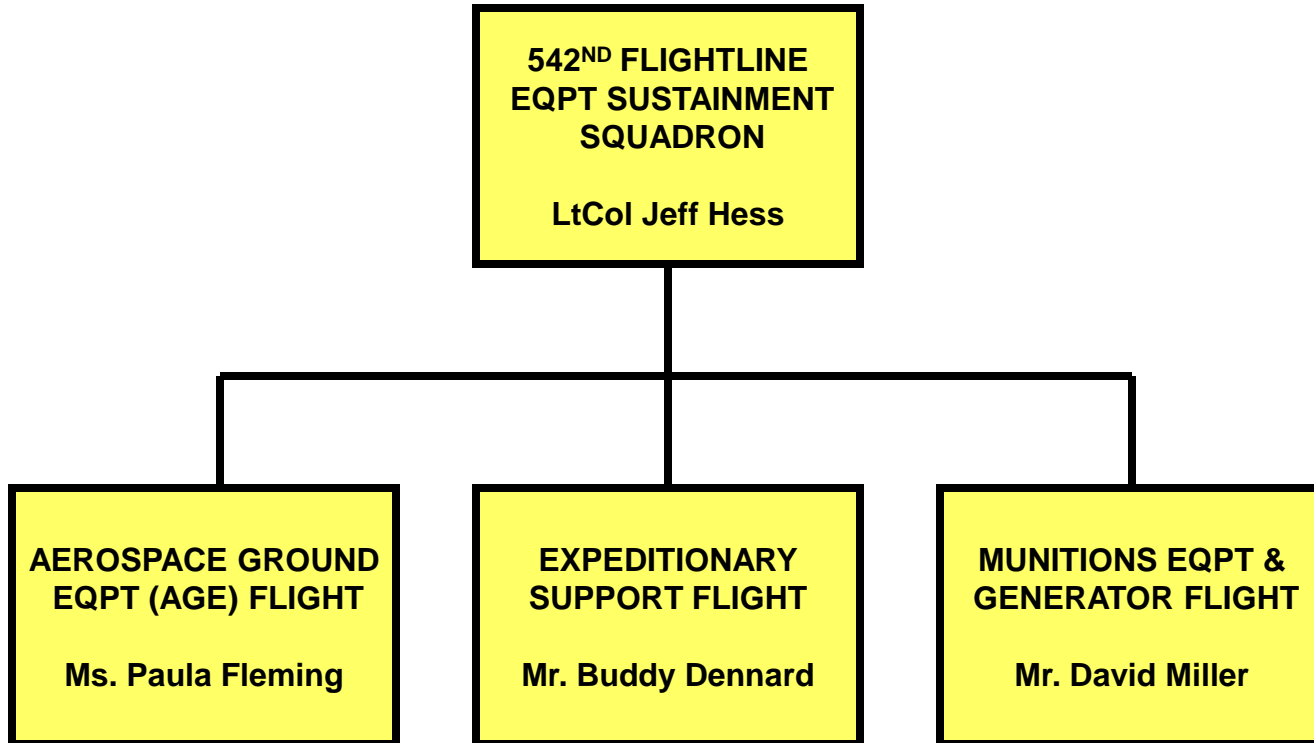


Organizational Structure (Squadron)





Organizational Structure (Flight)





Mission



The Flightline Equipment Sustainment Squadron provides worldwide integrated management and cradle-to-grave logistics support for flightline sortie generating ground support equipment. The types of items supported include air conditioners, compressors, maintenance stands, hydraulic test stands, cryogenic equipment, bomb lifts, ammunition loaders, missile and bomb handling transport trailers, floodlights, load banks, and ground generators. The Base Expeditionary Airfield Resource (BEAR) program is also managed within this Squadron. They give the Combat Air Forces (CAF) increased mobility and strike capability with equipment sets.



Equipment Transformation



- Fall 2000: AF/CV directed decentralization of vehicle and support equipment (SE) budget programs to MAJCOMs
 - POM difficult to defend through corporate structure with current processes
 - SE buys not linked to war fighter prioritized need
 - SE investment portfolio requirements and budgeting processes are slow and inflexible
- MAJCOMs will assume planning, programming, and budgeting responsibility for all centrally managed O&M equipment (Implementation – FY06)
- Preponderance (96%) of CP Managed NSNs transferred to O&M funding in FY06



Equipment Transformation



- Exclusions
 - Investment items with a system/unit cost over \$250K
 - PEO programs
 - Ammunition
 - Fuels Operations Readiness Capability Equipment (FORCE) kits
 - Base Expeditionary Airfield Resource (BEAR) sets
 - Night Vision Goggles
 - Medium Tactical Vehicles
 - Up-Armored HUMVEEs
 - Passenger Carrying Vehicles – ambulances, sedans
- Deferrals until FY07
 - Missile Replacement Support Equipment



Equipment Transformation



- Execution Timeline compressed from Three Years (CP) to One Year (O&M)
- MAJCOMs to sub-allot O&M funding to ALCs with distinct fund cites
 - Funding to flow piecemeal (**80% in first quarter**)
 - Contract award may be delayed/jeopardized for lack of MAJCOM funding
- Loss of ability to plan for requirement buy-out or economical buy quantities



Program Requirements



	<u>WR-ALC</u>	<u>SEVSG</u>	<u>FESS</u>
FY06 Buys (O&M)	1,287	1,098	202
FY06 Dollars (O&M)	\$167.9M	\$132.6M	\$68.4M
FY06 Buys (CP)	46	11	1
FY06 Dollars (CP)	\$114.8M	\$42.4M	\$0.7M

2005 REQUIREMENTS SYMPOSIUM



**BREAKOUT TOPIC:
B Series Maintenance Stands**

**542d
Support Equipment &
Vehicles Sustainment
Group (SEVSG)**

Briefer: 2Lt Trevor Wallace

Title: Program Manager



Overview



- Program Description
- Picture
- Program Requirements
- Acquisition Strategy
- Government Focal Points



Program Description



The B series maintenance platforms are hydraulically operated platform and ladder assembly mounted on a wheel-equipped base which enables personnel to work in safety at varying heights. The stands are air transportable and of knockdown type. The stands are used in support of every aircraft.



Maintenance Stands



B-5 Maintenance Stand



B1 Maintenance Stand



B-1 Projected Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	31	\$5,254	\$0	\$162,874
FY 07	14	\$5,365	\$0	\$75,110
FY 08	24	\$5,476	\$0	\$131,424
FY 09	100	\$5,592	\$0	\$559,200
FY 10	80	\$5,708	\$0	\$456,640



B-2 Projected Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	2	\$6,946	\$0	\$13,892
FY 07	0	\$7,096	\$0	\$0
FY 08	5	\$7,246	\$0	\$36,230
FY 09	6	\$7,396	\$0	\$44,376
FY 10	4	\$7,552	\$0	\$30,208



B-4 Projected Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	10	\$4,672	\$0	\$46,720
FY 07	13	\$4,771	\$0	\$62,023
FY 08	50	\$4,869	\$0	\$243,450
FY 09	77	\$4,973	\$0	\$238,704
FY 10	62	\$5,076	\$0	\$314,712



B-5 Projected Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	39	\$4,951	\$0	\$193,089
FY 07	13	\$5,058	\$0	\$65,754
FY 08	28	\$5,165	\$0	\$144,620
FY 09	77	\$5,271	\$0	\$405,867
FY 10	27	\$5,383	\$0	\$145,341



B-7 Projected Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	2	\$8,299	\$0	\$18,647
FY 07	0	\$8,469	\$0	\$0
FY 08	1	\$8,647	\$0	\$8,647
FY 09	0	\$0	\$0	\$0
FY 10	0	\$0	\$0	\$0



B-7-16 Projected Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	18	\$8,639	\$0	\$155,502
FY 07	24	\$8,826	\$0	\$211,824
FY 08	13	\$9,012	\$0	\$117,156
FY 09	28	\$9,198	\$0	\$257,544
FY 10	28	\$9,393	\$0	\$263,004



C-1 Projected Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	2	\$1,041	\$0	\$2,082
FY 07	0	\$1,062	\$0	\$0
FY 08	0	\$1,085	\$0	\$0
FY 09	1	\$1,107	\$0	\$1,107
FY 10	17	\$1,131	\$0	\$19,227



Acquisition Strategy



- Estimated Contract Total Value Over \$5M
- 5-Year Requirements Contract
- Procured Using Purchase Description



Government Focal Points



- Program Manager – 2Lt Trevor Wallace
- Contracting Officer – Wayne Masters
- Equipment Specialist – Ricky Thompson
- Program Engineer – Vanessa Davis
- Inventory Mgt Specialist – Judy Thigpen

2005 REQUIREMENTS SYMPOSIUM



**BREAKOUT TOPIC:
Universal Maintenance Stand**

**542d
Support Equipment &
Vehicles Sustainment
Group (SEVSG)**

Briefer: Pat Robinson

Title: Program Manager



Overview



- Program Description
- Picture
- Program Requirements
- Acquisition Strategy
- Government Focal Points



Program Description



Maintenance platform, scissors type, consisting of four hydraulically operated, caster stabilizers mounted at each corner of the chassis. Elevated platform height (extended) is 36.5 feet; work load capacity is 2,000lbs. Driving and steering are provided by a variable displacement drive pump and a fixed displacement lift and steering pump driven by a 20-horsepower diesel engine. Item is mounted on a four wheel chassis with four outrigger stabilizers.



Universal Maintenance Stand (UMS)





Projected Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY06	0	\$ 0	\$0	\$0
FY 07	15	\$85,516	\$500,000	\$1,782,740
FY 08	14	\$87,321	\$0	\$1,222,494
FY 09	12	\$89,127	\$0	\$1,069,524
FY 10	12	\$91,015	\$0	\$1,092,180
FY 11	12	\$92,902	\$0	\$1,114,824



Acquisition Strategy



- Contract Total Value Over \$6M
- No Funding Until FY07 (First Article plus production units)
- 5-Year Requirements Contract
- Procured Using Purchase Description
- Deliveries to Begin 6-8 Months After Contract Award



Government Focal Points



- Program Manager – Pat Robinson
- Contracting Officer - TBD
- Equipment Specialist - Ricky Thompson
- Engineer – Vanessa Davis
- Inventory Mgt Specialist – Judy Thigpen

2005 REQUIREMENTS SYMPOSIUM



**BREAKOUT TOPIC:
Next Generation Self
Generating Nitrogen
Servicing Cart (NGSGNSC)**

**542d
Support Equipment &
Vehicles Sustainment
Group (SEVSG)**

Briefer: Mr. Wes Warren

Title: Program Manager



Overview



- Program Description
- Picture
- Program Requirements
- Acquisition Strategy
- Government Focal Points



Program Description



NGSGNSC will be a self-contained, diesel powered unit that will produce gaseous nitrogen (99.5% purity level) through use of a plastic fiber membrane that separates the nitrogen from ambient, compressed air. This unit will incorporate an oil free air compressor and pressure booster, membrane heater for colder climates, and more automatic features. This unit will be used to service aircraft tires, struts, accumulators and also will be used for the higher purity requirements which can not meet with the existing SGNSC.



Self Generating Nitrogen Servicing Cart (SGNSC)





Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	1	\$80,000	\$220,000	\$300,000
FY 07	30	\$75,014	\$0	\$2,250,420
FY 08	40	\$76,566	\$0	\$3,062,640
FY 09	8	\$78,189	\$0	\$625,512
FY 10	2	\$79,812	\$0	\$159,624



Acquisition Strategy



- Contract Total Value Over \$6M
- FY06 funding (First Article Only)
- 5-Year Requirements Contract
- Procured Using Purchase Description
- Deliveries Begin 15 Months After Contract Award



Government Focal Points



- Program Manager – Wes Warren
- Contracting Officer - TBD
- Equipment Specialist – Bob Roach
- Engineer – Abdeel Roman
- Inventory Mgt Spec. (IM) – Richard Williams

2005 REQUIREMENTS SYMPOSIUM



**BREAKOUT TOPIC:
Bomb Lift Trucks &
Accessories**

**542d
Support Equipment &
Vehicles Sustainment
Group (SEVSG)**

Briefer: Mr. Jim Huffman

Title: Program Manager



Overview



- Program Description
- Picture
- Program Requirements
- Acquisition Strategy
- Government Focal Points



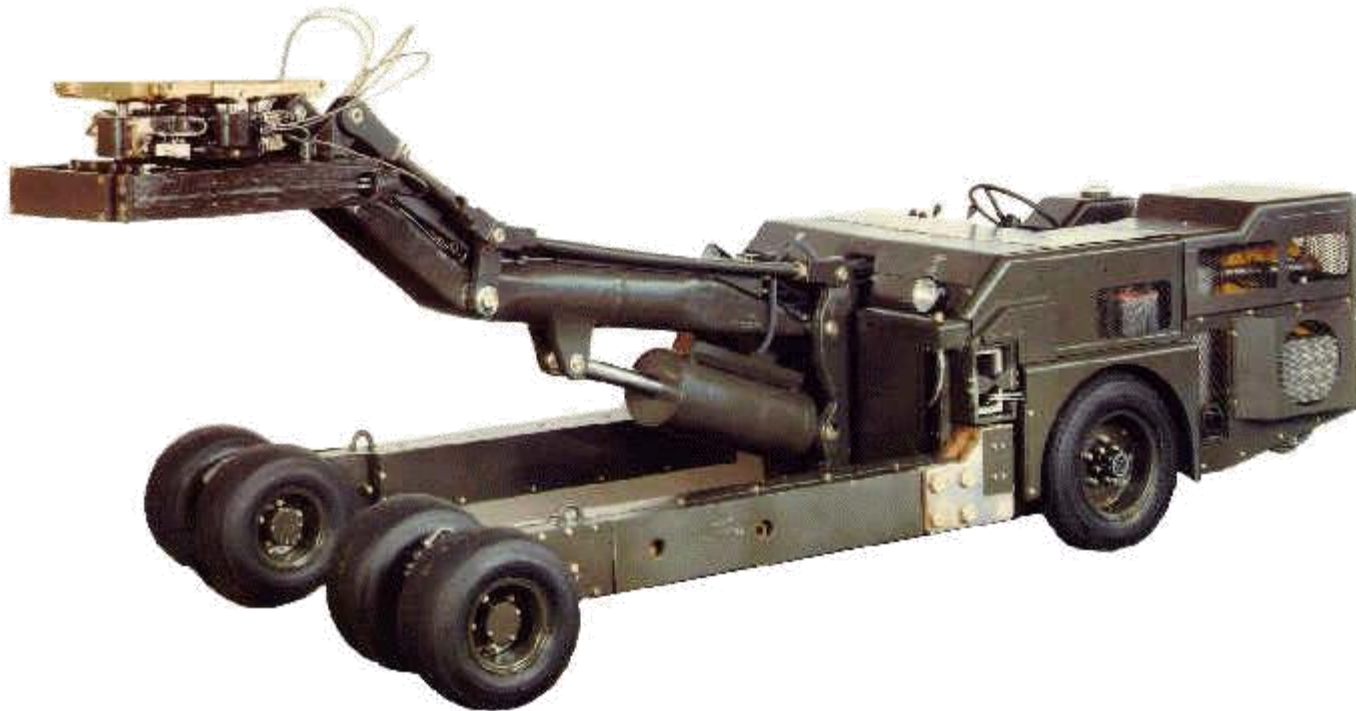
Program Description



The MHU-83D/E is a self-propelled, hydraulically operated, diesel engine driven lift truck. It's primary purpose is to lift and attach munitions, weapons, rocket launchers, fuel tanks, and other aerial stores weighing up to 7,000 pounds onto the pylons of tactical and bomber aircraft.



MHU-83 Bomb Lift





Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	0	\$0	\$0	\$0
FY 07	1	\$97,774	\$300,000	\$397,774
FY 08	28	\$99,797	\$0	\$2,794,316
FY 09	58	\$101,913	\$0	\$5,910,954
FY 10	39	\$104,028	\$0	\$4,057,092



Acquisition Strategy



- Contract Total Value Over \$24M
- No Funding Until FY07 (First Article Only)
- 5-Year Requirements Contract
- Procured Using Drawing Package
- Source Selection/Best Value Procedures



Program Description



The MJ-1C is a self-propelled, hydraulically operated, diesel engine driven lift truck. It's primary purpose is to lift and attach munitions, weapons, rocket launchers, fuel tanks, and other aerial stores weighing up to 3,000 pounds onto the pylons of tactical and bomber aircraft.



MJ-1C Bomb Lift





Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	0	\$0	\$0	\$0
FY 07	1	\$96,217	\$300,000	\$396,217
FY 08	33	\$98,319	\$0	\$3,244,527
FY 09	77	\$100,332	\$0	\$7,725,564
FY 10	66	\$102,434	\$0	\$6,760,644



Acquisition Strategy



- Contract Total Value Over \$30M
- No Funding Until FY07 (First Article Only)
- 5-Year Requirements Contract
- Procured Using Drawing Package
- Source Selection/Best Value Procedures



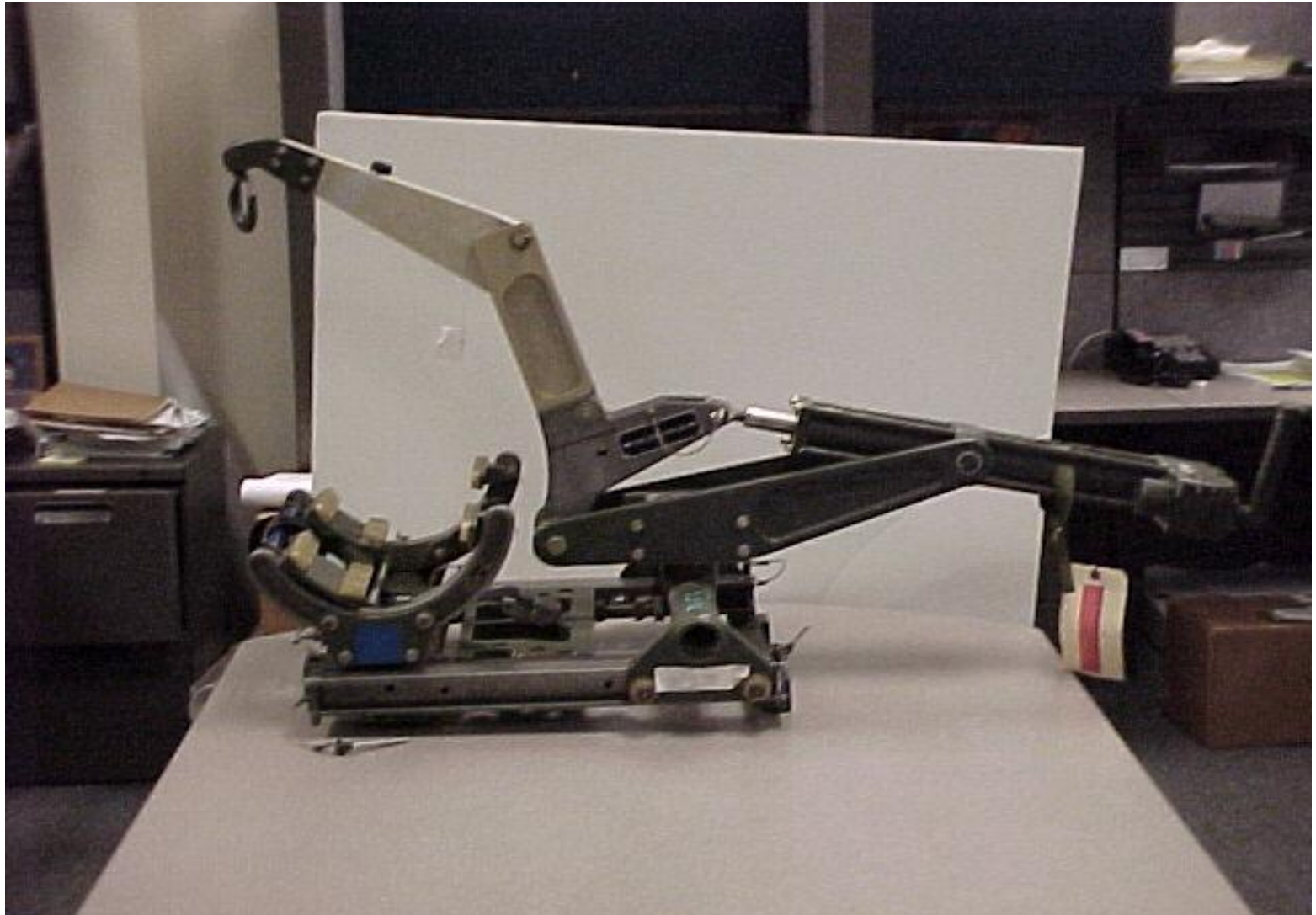
Program Description



The One Step Loading Adapter (OSLA) is an adapter primarily used to load air to air missiles onto fighter aircraft. The OSLA mounts onto the MJ-1 bomb lift truck.



One Step Loading Adapter





Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	16	\$23,486	\$0	\$375,776
FY 07	3	\$23,972	\$0	\$71,916
FY 08	9	\$24,480	\$0	\$220,320
FY 09	25	\$24,988	\$0	\$624,700
FY 10	40	\$25,519	\$0	\$1,020,760



Acquisition Strategy



- Contract Total Value Approx. \$3M
- FY06 Funding 5-Year Requirements Contract
- Procured Using Drawing Package
- Source Selection/Best Value Procedures



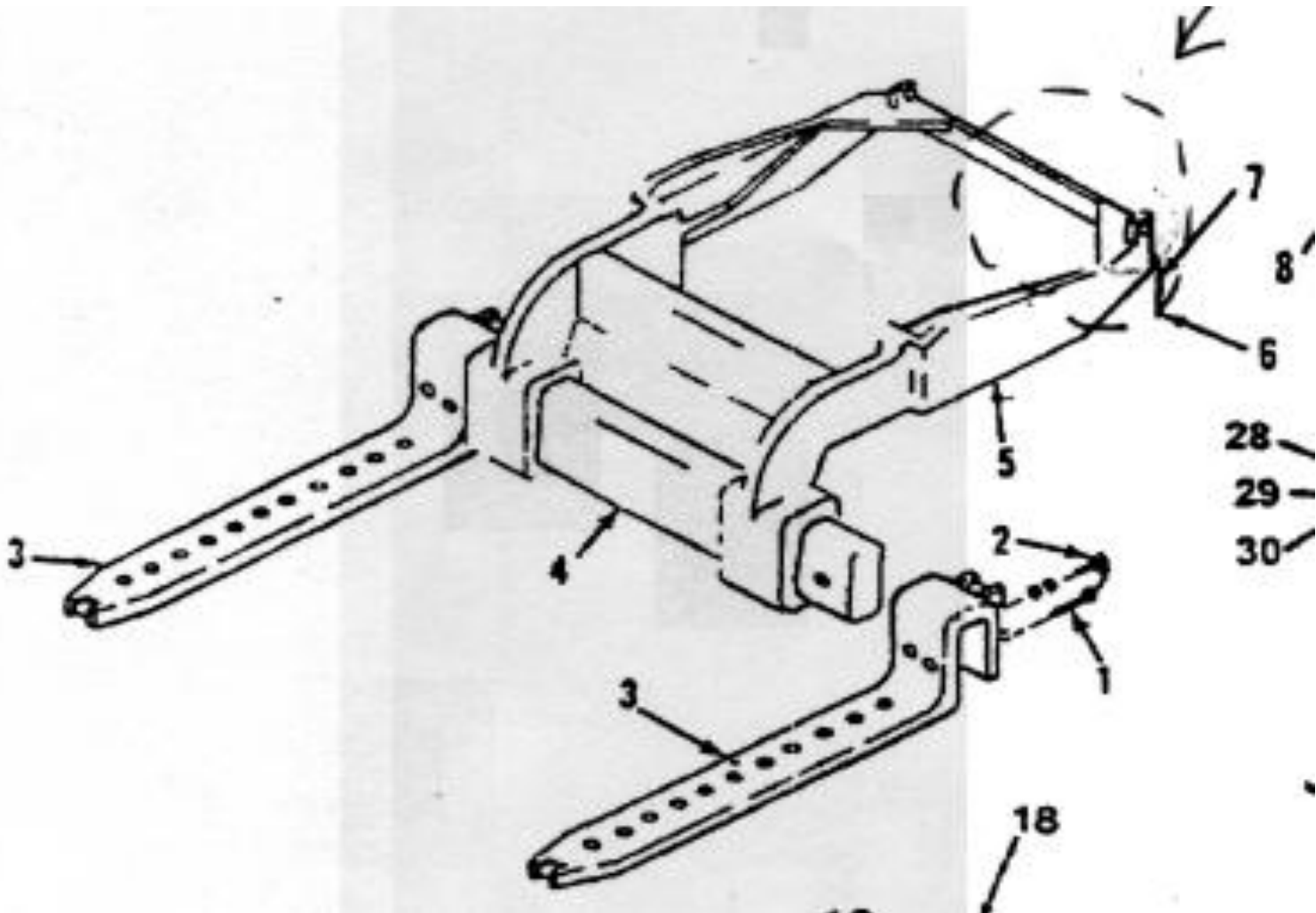
Program Description



The MHU-101 Fork Adapter is used to lift munitions caskets, transport & weapons loading activities requiring a lift forks. MHU -101 is used on the MHU-83 Lift Truck.



MHU-101 Fork Adapter





MHU-101 Fork Adapter





Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	58	\$5,112	\$0	\$296,496
FY 07	10	\$5,218	\$0	\$52,180
FY 08	38	\$5,320	\$0	\$202,160
FY 09	57	\$5,441	\$0	\$310,137
FY 10	47	\$5,557	\$0	\$261,179



Acquisition Strategy



- Contract Total Value Approx. \$2M
- FY06 Funding 5-Year Requirements Contract
- Procured Using Drawing Package
- Source Selection/Best Value Procedures



Government Focal Points



- Program Manager - Jim Huffman
- Contracting Officer - TBD
- Equipment Specialist - Rick Hartley
- Equipment Specialist – Glenn Powers
- Engineer - Rickey Moore
- Inventory Mgt Specialist - Vernell Ward

2005 REQUIREMENTS SYMPOSIUM



**BREAKOUT TOPIC:
Emergency Airfield Lighting
System (EALS-2)**

**542d
Support Equipment &
Vehicles Sustainment
Group (SEVSG)**

Briefer: Ms. Val Ward

Title: Program Manager



Overview



- Program Description
- Picture
- Program Requirements
- Acquisition Strategy
- Government Focal Points



Program Description



The Emergency Airfield Lighting System (EALS) is a temporary lighting system designed to be rapidly installed at contingency airfields and at other locations that need temporary airfield lighting. The system supports flying operations at night and during periods of reduced visibility.



Emergency Airfield Lighting System (EALS)





Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 06	0	\$0	\$0	\$0
FY 07	2	\$350,000	\$300,000	\$1,000,000
FY 08	20	\$350,000	\$0	\$7,000,000
FY 09	25	\$350,000	\$0	\$8,750,000
FY 10	31	\$350,000	\$0	\$10,850,000



Acquisition Strategy



- Contract Total Value Over \$28M
- No Funding Until FY07 (First Article Only)
- 5-Year Requirements Contract
- Procured Using Drawing Package
- Deliveries Begin 15 Months After Contract Award



Government Focal Points



- Program Manager – Val Ward
- Contracting Officer - TBD
- Equipment Specialist – Louie Barrientes
- Engineer – Mikeal Young
- Inventory Mgt Specialist – Edith Jones

2005 REQUIREMENTS SYMPOSIUM



**BREAKOUT TOPIC:
Combined Generator & Air
Conditioner (CGAC)**

**542d
Support Equipment &
Vehicles Sustainment
Group (SEVSG)**

Briefer: Ms. Lisa Hosecloth

Title: Program Manager



Overview



- Program Description
- Picture
- Program Requirements
- Acquisition Strategy
- Government Focal Points



Program Description



The CGAC is a replacement for both the A/M32A-60A Generator Set and the A/M32C-10 Air Conditioner. The unit is a flight line type, trailer-mounted, multi-fueled, engine driven generator set with the capability to supply electrical power, conditioned air for avionics cooling, and airflow for an aircraft main engine start. The CGAC will simultaneously supply 75KVA of electrical power and 100 ppm at 3 psig conditioned airflow at ambient conditions up to 100 degrees F at sea level.



Combined Generator & Air Conditioner (CGAC)



This is a picture of the existing A/M32-60A Generator Set



Program Requirements



	<u>Qty</u>	<u>Unit Cost</u>	<u>Misc Cost</u>	<u>Total Cost</u>
FY 07	2 (FA)	\$500,000	\$1,500,000	\$2,500,000
FY 08	0	\$0	\$0	\$0
FY 09	48	\$310,000	\$0	\$14,880,000
FY 10	48	\$313,000	\$0	\$15,024,000
FY 11	47	\$315,000	\$0	\$14,805,000



Acquisition Strategy



- Contract Total Value Over \$61M
- No Funding Until FY07 (First Articles Only)
- 5-Year Requirements Contract
- Procured Using Purchase Description (PD)
- Deliveries Begin 18-24 Months After Contract Award



Government Focal Points



- Program Manager – Lisa Hosecloth
- Contracting Officer - TBD
- Equipment Specialist – Todd Cooper
- Engineer – Jason Hogan
- Inventory Mgt Specialist- Chantel Murphy