The Flyer

Aviation Logistics Center
Elizabeth City, North Carolina

December 2019
Volume 2, Issue 4

CO'S MESSAGE

Season's greetings Team ALC! I hope everyone had an awesome Thanksgiving holiday, and I know we're all looking forward to an even better Christmas and New Year in 2020. I can't believe this will be my last Christmas as your Commanding Officer – seems like I just got here. I would like to thank each and every member of our Team for your dedication and hard work throughout 2019. We had another banner year and together have achieved some amazing results as we all work to enable and support our aviation program so that our aircraft can safely execute Coast Guard missions.

I'm always proud to show off the ALC and the amazing work that all of YOU do each and every day. This year we hosted the COMDT, Vice COMDT, several members of Congress, Senior DHS officials, and most importantly our primary customers closest to our mission – all Aviation Commanding Officers - as we held the annual conference for the first time right here at ALC. Each and every VIP or customer that we show around the ALC is always impressed with the scope, breadth, and quality of the work you continually produce. You have earned the respect and admiration from the highest levels of our Government. As such we are being entrusted with sustaining our existing rotary-wing aircraft for at least the next 15 years. SRR recently achieved a major milestone by officially kicking off MH-65 "Echo" production with the induction of CG6522, and Congress is working to fund additional new hulls for MH-60 SLEP: the future of vertical lift, for the Coast Guard anyway, looks a lot like an H-60.

We are doing amazing work on the fixed-wing side as well. LRS continues to provide multiple options for extending the life of C-130H's for both the Coast Guard and CalFire, and we are ready to roll out the avionics Block 8.1 upgrade for the C-130J; this one has been a long time coming and is critical to sustaining its avionics architecture and providing GPS approach capability essential to D-17 operations. MRS has shown exceptional initiative in managing accelerated mid-life inspections to maximize operational availability while also expeditiously fielding new Minotaur mission systems as well as facilitating development of an interim "MCAS" mission systems for the C-27J, which itself has significantly improved availability due exceptional logistics management as that program matures. All of these major accomplishments, as well as the 43 aircraft that were successfully PDM'ed at ALC this year, are due to the exceptional contributions of our entire 1,500-member workforce, working across 4 product lines and 8 support divisions to ensure that we "Keep'em Flying" safely through 2020 and beyond. Thank you for all that you do for ALC, the Coast Guard, and the United States of America – stay safe this Holiday Season.

CMC'S MESSAGE

Happy Holidays! It is hard to believe that another year has zipped on by. We survived the major challenges that came as a result of the government shutdown, but we survived together. I have given tours to many visitors this past year, and every one of them had the same things to say. They were all impressed with the quality of people that we have here at ALC. Our innovation and can-do mindset, under any circumstance, is evident in every aspect of our operation makes us unique. Visitors sense the positive energy that pervades this place because every person here has a great attitude toward work, and towards each other. During this time of year especially, I hope you will take a minute to check in with the people who work around you. One kind word from you can make someone's day, or maybe encourage them to open up to you about something they really need to talk about. That brief conversation could save a life. And as I say every year, I would be remiss in my CMC duties if I did not say a bit about drinking responsibly. If you wonder whether you are sober enough to drive, you probably aren't, so call an Uber (yes we do have that in E-City!), a taxi, a friend, a supervisor, your Chief. We will be sure you get home safely. Happy holidays, Merry Christmas and here's to a Happy New Decade!

Beach grass planting group at the beach in Kitty Hawk (with members of CPOA, MOAA and CWOA all from ALC)

ALC COMMENCES FULL-RATE MH-65E PRODUCTION

By LCDR Christian Polyak, SRR

Preceded by recent DHS Acquisition Decision Event 3 (ADE-3) approval on 08 November 2019, and USCG Airworthiness Configuration Control Board final approval on 14 November 2019, the SRR Product Line began full-rate MH-65E production on 21 November 2019 with the induction of CG -6522. This milestone is the result of nearly a decade of intense engineering, integration, certification, and logistics efforts aimed at modernizing and sustaining the USCG's fleet of 98 MH-65 aircraft. The $385M program will result in the complete avionics replacement of legacy analog instrumentation with a modern "glass cockpit", namely the Collins Aerospace Common Avionics Architecture System (CAAS). The MH-65E CAAS shares foundational software and hardware commonality with the MH-60T and improves on key software functionality including flight director and numerous aircrew situational awareness annunciates and alerts. Additionally, each MH-65E will receive a complete replacement of all aircraft wiring, structural improvements to the instrument panel, center console, and avionics rack, AFCS improvements aimed at increasing reliability, and a replacement of some primary structural components that will allow for a service life extension from 20,000 to 30,000 flight hours. 13 of the top 20 MH-65D maintenance degraders are being specifically addressed with MH-65E – resulting in a more reliable and maintainable aircraft to support operational demands. The MH-65E has also received certification to execute GPS instrument approaches and will be certified to meet the Federal Aviation Administration's ADS-B (out) mandate.

MH-65E cockpit over Central Park Manhattan 05 Nov 2019.

SRR is planning 187 calendar days to convert each MH-65D to MH-65E configuration, and will continue to deliver/induct aircraft on a 17-day interval. To support the additional work required for this conversion process, SRR has established contracts to hire nearly 60 additional personnel. The conversion of all fleet MH-65 aircraft is scheduled to run through 2024 and will begin with the first fleet delivery to Air Station Houston in June 2020. Miami and Port Angeles are also expected to transition to MH-65E in 2020.

SRR would like to thank all support divisions for helping us to achieve this milestone. Projects of this magnitude are truly an all-hands effort!

CGX RIBBON CUTTING, ALC HMF 1

CGX Grand Opening in HMF1, 30 September 2019

Photo Credit: Dave Silva

FORWARD PROGRESS FOR MH-65 MODERNIZATION

By CDR Craig Murray, SRR

Another milestone for the MH-65E program! On October 24th, CG-6594 completed final validation of Emergency Standby Flight Instrument (SFI) Developmental Test and Evaluation, by conducting successful shipboard landings on the Coast Guard Cutter FORWARD off the coast of Kitty Hawk, NC.

This achievement fulfills an FAA regulation, requiring aircraft with multi-function displays (MFDs) to incorporate an independent SFI for emergency control and navigation, in the event of an electrical malfunction or failure of primary fight instrumentation. This milestone concludes a 10-month effort to design, test and verify proper functionality of this new component in the operational environment on underway ships at sea. This functionality provides a capability to align in motion, which is not available on any other military or civil aircraft worldwide!

Congratulation to the aircrew of LCDR Christian Polyak (SRR), LCDR Matt Stuber (ATC Mobile) and AMT1 Nick Limnios (SRR) for making another innovative step forward towards MH-65 modernization, as well as thank you to the crew of CGC FORARD for their part in this team Coast Guard success! Hat tip to CDR Jeremy Courtade, CWO Mike Mauro, Mr. Keith Pinto, and Mr. Steve Orlando who were each instrumental in the developmental engineering and integration efforts to achieve this capability.

FIRST MH-65E INDUCTION AIRCRAFT

By CDR Murray, SRR

CAPT Hartnett and CDR Murray cutting wires on 6522.

6522 in route to ALC.

6522 at Jackson Hole, WY, enroute from North Bend, OR as the first MH-65E induction aircraft. Crew was LCDR Cernovich, LT Jurin and AET1 Leal. The 6522 was inducted on November 21st, 2019 and started a 4 1/2 year Echo production process. Upon completion, the 6522 will be delivered to Aviation Training Center, Mobile, AL on May 26th, 2020. The first operational MH-65E will be to Air Station Houston on June 12th, 2020.

ERNEST W. FOX PERPETUAL SCHOLARSHIP PROGRAM

By Valerie Miles, BOD

During our 2019 Ernest W. Fox Perpetual Scholarship Program, ALC presented the Fox Family a picture of some of our fleet of helicopters, particularly the HH65 which he flew during his military career. In their absence, the picture was mailed to the family and Captain Fox's brother Dean sent a heartfelt email thanking their "ALC Family" for the picture.

The email read.....I wanted to take a quick second to send you photos I took on Monday of the framed picture ALC was so kind to give our family after its use in this year's scholarship ceremony. After a very careful evaluation of where such a prized gift should reside in their home my parents decided on a highly visible location near the front door to their home was the perfect place! This was such a heartwarming and pleasant surprise to us. We thank you again for thinking of us.

Take care,

Dean

He also included photos of the picture hanging in his parent's home. We at ALC are so glad the Fox Family found the perfect spot for the picture and ALC is proud to know that it hangs in such a befitting place. We can't begin to tell you the gratitude ALC has toward the Fox Family for the generosity they bestow upon our ALC family each year by offering the FOX Scholarship.

IOD REPRESENTS

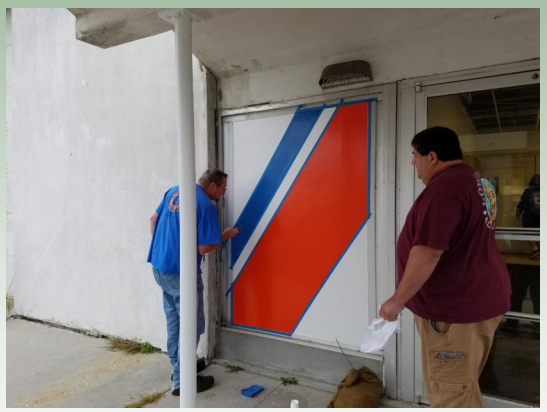
By Deputy Greg Rakes, IOD

IOD attends the 6th Annual Advanced Manufacturing Event at College of the Albemarle October 4th.

(From left to right) Kenny Layden, Travis Elmore, Nate Manning of the Machine Shop. Joshua Baker, and Derek Blackford of the Pi-Tech prototyping team. Behind the camera is Chris Waugaman of the Machine Shop.

AVIONICS SELF HELP PROJECT

By Leland Midgett, IOD



The Avionics shop entrance was in need of a pick me up! We were constantly being mistaken for the back door of the warehouse. And after the onslaught of the flying fuzzy bills this spring the odor of dead flies and spiders was becoming too much. We decided to take advantage of the self-help program during slow labor cycles we started attacking our front and back doors. The goal was to make our entrance more user friendly and give it a view worthy of the United States Coast Guard! We brought in a pressure washer, and with just hot water sanitized the front of the building with Mike Platek on the washer. After a good cleaning, Howie Davis and Kevin Floyd began the makeover by doing the layout and painting of the stripes that symbolize all USCG Aircraft and Ships. Joey Martin and Kevin Floyd added the decals to give the stripe our custom touch. Special thanks to Kevin Floyd, Mike Platek, and Howie Davis who made the transformation of the front door to our shop go from a bug infested brown spot to something we can be proud of as we enter, and a show case for visiting VIP's. Coming soon will be the door art to finish the project! Stop by and check us out in IOD, AVIONICS!

NEW BRANCH CHIEF IN THE BOD

By Steven McDyer, BOD

The BOD's Business Performance Branch has a new Branch Chief! As the new Branch Chief, Mr. Michael Schnoebelen has assumed the role of Quality Management Representative (QMR), responsible for ensuring that the ALC's Quality Management System continues to meet the AS9100 /ISO 9001 / ISO 14001 / ISO 45001 Standards. Mr. Schnoebelen continues to perform his previous work as the Audit Program Manager (APM) and remains a key member of the Continuous Process Improvement team, while awaiting selection of the new APM. Mr. Schnoebelen has taken on his new role with enthusiasm and purpose, implementing new ideas and orchestrating support for the new Division Chief's vision for the BOD. As he continues to provide outstanding leadership to the BOD, his new position will require more of him than ever before, but he stands ready to face those challenges with strong support from the entire workforce at ALC. This is a testament to the strong personal relationships he has cultivated over his time here at ALC. Mr. Schnoebelen has been a fixture at ALC going on 20 year in April 2020, beginning his tenure as an Aircraft Sheet Metal Mechanic in the Machine Shop and working his way up through the civil service ranks.

CG-43 CAPITAL PLANNING PROCESS

The ALC BOD's Lean Team continues to provide services outside of the Elizabeth City Base complex. CG-43 recently asked the ALC Lean Team to take a look at the Capital Planning Process for Shore Infrastructure planning and acquisitions. The event took place at SILC, in Norfolk, VA with representatives from the SILC, several Civil Engineering units from across the CG, and senior representation from CG-43. The goal was to identify constraints within the process and uncover systemic issues contributing to the notion that the Capital Planning Process takes too long. A Value Stream Map of the entire process was created, from the "Bright Idea" stage to a Congressional justification-level, budget-ready project (PS to PPR), along with candid group discussions. A number of well-thought out proposals were developed by the group, which if implemented, would likely see a meaningful reduction in overall processing time, improve the manner in which stakeholders collaborate, and improve how requirements documents and planning factors inform project planning. These recommendations would foster greater collaboration among stakeholders, reduce or eliminate work that does not directly support funded projects, modify policies that will empower and strengthen the CE program, and adopt changes that will provide greater overarching project strategies. These proposals would avoid, conservatively, over 16 months of planning project development time.

QMS TRAINING

By Mike Schnoebelen, BOD

The Business Performance Branch recently hosted three sessions of Quality Management Training. The following courses were offered with the following participants.

AS9110 Executive Overview (11 Attendees) - Edward Gibbons (Command), CDR Brian Kostecki (Command), CDR Brett Walter (BOD), CDR Phillip Thisse (MRS), Lt. Jeffrey Jurin (IOD), AMTCS Eric Hopper (LRS), Al Radtke (MRR), Rodney Lawrence (LRS), Lori Shubel (ISD), Terry Smithson (ISD) & Ryan Foster (ALD).

Risk and Implementing Risk Strategies (15 Attendees) - AVI2 Kevin Routten (ESD), AVI2 Derrick Nelson (MRR), Lori B. Shubel (ISD), Terry Smithson (ISD), Ryan Foster (ALD), AET1 Luiz Leal (ESD), Joe Sump (IOD), Cynthia Madison (ALD), Edith Cepavicius (ISD), Brian Chesney (ALD), Joe Regan (ALD), Meredith Ellis (ESD), Kipley Brown (IOD), Bob Wallace (IOD) & Tom McCormick (IOD).

Problem Solving Requirements for Aerospace (12 Attendees) - AVI2 Kevin Routten (ESD), AVI2 Derrick Nelson (MRR), Terry Smithson (ISD), Ryan Foster (ALD), AET1 Luiz Leal (ESD), Joe Sump (IOD), Cynthia Madison (ALD), Edith Cepavicius (ISD), Brian Chesney (ALD), Joe Regan (ALD), Nathan McKethan (IOD) & LaKeisha Kanen (ESD).

SUICIDE PREVENTION/AWARENESS PUSHUP CHALLENGE

ALC joins Air Station Elizabeth City to meet the Pushup Challenge

Photo credit: Dave Silva

HOLIDAY SAFETY

Deputy Gwen Ray, SEHO

The holiday season is abundant in traditions that originated in a world long before warning labels and fire safety commercials.

They say 'accidents happen' but there are steps you can take to enjoy your beloved traditions without risking a home fire or personal safety. Here are some potentially risky traditions, along with a few holiday safety tips, to keep your family out of harm's way.

Tree, candles and Christmas light safety - Flickering candlelight looks beautiful, but real candles should never be used on or near a Christmas tree. Even Christmas lights can pose a fire safety problem. Frayed wires left unattended can overheat, turning a dry tree into a raging inferno in just seconds. Only use electric lights that are rated for Christmas trees and tested by a recognized laboratory, such as UL.

Safety tip: When purchasing a live tree, check for freshness. The needles should be hard to pull off, and should not break when you bend them. When you tap the tree on the ground, only a few needles should fall off. Cut a few inches off the bottom of the trunk before putting it in the stand, and be sure to keep the stand filled with water. If you have an artificial tree, make sure it's labeled "Fire Resistant."

Roof-Top Holiday Decorations - According to the Consumer Product Safety Commission, each year during the 60 days surrounding the winter holiday season, about 11,000 people are treated in hospital emergency rooms due to decoration-related injuries with falls, cuts, shocks and burns topping the list. Accidental falls from the roof or an unstable ladder can result in broken bones, concussions or even something worse.

Safety tip: If possible, avoid climbing onto the roof to set up holiday decor. If you must use a ladder, make sure it is securely positioned, and ask another adult to hold it for you. Children should never climb ladders.

Travel - Before getting on the road for holiday trips, prepare your vehicle for the season by checking your fluids, add gas, antifreeze, windshield fluid or oil as needed. Never drive if you are tired or have been drinking alcohol.

Safety tip: Check the National Weather Service forecast for travel advisories and be prepared to postpone your trip during inclement weather. Carry emergency supplies like cell phone charger, food and water, flashlight, blanket and shovel if headed north. Ensure you are not distracted while driving; commit to keeping your phone down – no text message or play list is worth the risk.

Holiday Entertaining - Unattended cooking is the leading cause of home fires in the U.S. When cooking for holiday visitors, remember to keep an eye on the range. Do not serve undercooked meat and properly serve and store food once it has been prepared. Teach younger children to stay at least three feet from the cooking space.

Safety tip: Test your smoke alarms, and let guests know what your fire escape plan is. Do not allow your guests to consume too much alcohol unless they have a designated driver.

Children and Pets - The holiday season is a joyful time of year, but it's also a time of year when you need to be extra-cautious at home and when out and about with your child.

Safety tip: Take special care to avoid decorations that are sharp or breakable. Keep trimmings with small removable parts out of the reach of children to prevent them from swallowing or inhaling small pieces. Avoid trimmings that resemble candy or food that may tempt a young child to eat them. Keep any ribbons on gifts and tree ornaments shorter than 7 inches. A child could wrap a longer strand of ribbon around their neck and choke. Watch children and pets around space heaters or the fireplace. Do not leave a child or pet unattended. Mistletoe berries, Jerusalem cherry, holly berry and poinsettias are known to be poisonous to humans and animals, so keep them well out of reach, or avoid having them.

NDI RADIATION SAFETY AT ALC

CWO2 Tim Panek, IOD

Industrial radiography (a.k.a. X-Ray) has been a part of ALC's PDM process for decades. In the last few years, because of various Service Life Extension Projects (SLEP), ALC's use of open facility X-Ray events over at the Heavy Maintenance Facility (HMF) has increased. With more open facility X-Ray shots being performed, there is a greater need to educate the ALC workforce on precautionary measures employed to keep everyone safe.

Industrial radiography is nothing like going to the dentist and having a bitewing X-Ray performed. At the dentist the amount of radiation a person is exposed to is less than you would receive from one day of background radiation. This is partly because the exposure time for a dental X-ray is about 0.125 seconds. Many times the exposure time on a strut end fitting, or lower wing surface will be in excess of 30 seconds, and even up to one minute at a much higher voltage and amperage setting. Times this by 20 exposures and you are looking at about 15 minutes of radiation released on the hangar deck during a typical 10 hour shift. You can see why they really don't compare, and why safety is important.

The ALC Radiation Safety Program requirements are found in CG ALCINST 5104. This instruction establishes policy, procedures and describes the details of the different classifications of X-Ray facilities. For the purpose of this article, I will only be describing safety measures associated with an Open Facility classification. An open facility at ALC means that X-Ray operations will be performed on the hangar deck.

For safety measures, standard practice is to use Time, Distance and Shielding to protect yourself from radiation exposure. In other words, stay as far away as possible from the radiation source, limit the amount of time you are within safe working zones, or use shielding to absorb the radiation. The major safety measure described in ALCINST 5104 is distance. IOD NDI is required to establish what is known as a 2mR boundary line. Remaining outside of this boundary will keep you safe and limit your radiation exposure to less than you would receive from one day of background radiation. This boundary is very well marked with signs that state "Caution Radiation Area." Usually, but not always, the 2 mR boundary will be the hangar bay walls when performing an open facility X-Ray shot over at HMF.

Because of the safety concerns over radiation exposure, open facility X-Ray shots are only performed on weekends. IOD's recommendation is for all work to cease at HMF and only NDI personnel be present. If Product Line work must be performed then a roster of all personnel shall be provided to NDI personnel by the Thursday before the scheduled X-Ray shot. All personnel designated to be at the facility shall attend a safety brief at 0630 the morning of the event. Security personnel are directed to not allow anyone into the facility who is not on the roster.

As a rule, if IOD is performing an open facility X-Ray shot in MRS, then all work is prohibited in HMF2, including in the office spaces above the hangar. HMF1 work is discouraged, but allowed if the correct notifications are followed as described above. The same rules apply for X-Ray open facility shoots in HMF1 for LRS. These safety precautions can only go so far though. You are ultimately responsible for your own safety. Pay attention to and do not break the radiation boundaries. If you show up to HMF on a Weekend day and you are denied access to the facility do not argue with the gate guard or NDI personnel. If you return from a ferry flight and see radiation signs on the external doors of the facility, do not enter those doors. Go to the gate guard for guidance and direction. IOD is doing our part to ensure your personal safety. Make sure that you are taking responsibility for your own as well.

ALC ENGINEER SPEAKS WITH NEAAT STUDENTS

CDR Josh Nelson, ESD

The NEAAAT students. Their teacher, Lelani B. Armijo, can be seen on the laptop screen. Ms. Armijo teaches remotely and is the wife of USCG LT "Tony" Armijo, who was stationed in ESD until his recent transfer to the Coast Guard Research Center in New London, Connecticut.

ALC's materials engineer, Dr. Sam Benavides, recently discussed engineering as a career to students at the Northeast Academy for Aerospace and Advanced Technologies (NEAAAT). Dr. Benavides not only shared his passion and role as an engineer at the Aviation Logistics Center, but he encouraged students to consider becoming leaders, innovators and entrepreneurs in any STEM field. STEM is an acronym for a career field in Science, Technology, Engineering and Math. STEM is important because technology is continuously expanding into all aspects of everyday life. In order for the ALC to meet future demands of an ever-changing, increasingly complex world, it will be essential for the ALC to attract a dynamic and evolving workforce with fluency in STEM fields. Dr. Benavides was invited to NEAAAT as part of

Dr. Benavides has a NEAAAT student levitate material using an encapsulated Van de Graaff generator. Dr. Benavides used the generator to demonstrate how engineering can be "cool".

GUESS WHAT THIS IS...

ESD is trying out a new feature in the newsletter; there will be a picture of an item that has been magnified under their microscope and the answer will be placed at the bottom of the very last page of the newsletter.

ISD CHANGE MANAGEMENT

CDR Jeremy Courtade, ISD

When it comes to technology if you're resistant to change you get left behind. To keep up with change the Information Systems Division (ISD) is promoting internal growth with a new software management tool and working hard to keep both our systems and users updated with new capabilities and appropriate training.

ISD has recently shifted to a software tool called JIRA to improve internal software work management and as a team, we are transitioning processes and updating guides to reflect best engineering life cycle and agile practices. Uniquely, ISD sought out shared hosting at the Defense Intelligence Information Enterprise which has enabled free support and refinement of the tool to meet ISD's needs. Our team meets weekly to review our growing use of JIRA and how best to mold it to refine our software development and management capabilities.

Our ALC SAS data analytics toolset is going through a multi-year modernization effort which will increase our customer capabilities, user access, process automation, data synchronization, and ensure that our SAS tools are up-to-date for best support and cyber compliance. ISD is currently configuring servers for a new SAS Innovation Lab which will enable users to play with a small data-sample in the entire new SAS tool-set, including those modules not procured. This Innovation Lab, to be readied in December, will enable smart capability exploration of various SAS applications and open up transition training opportunities for SAS users. The new SAS Studio enables GUI interface coding in a web browser which will not only increase the speed and ease to code but will grow SAS user capabilities who can now make more complex services for themselves. Although existing SAS 9.4 code will run in Viya there will need to be functional and code transitions. Users need to transition to SAS Enterprise and 9.4 as required to be better readied for the transition to SAS Viya that will be completed in a two-year effort. SAS Adoption Planning of use-case analysis, user training, and code transition are currently in progress. Training courses will be scheduled in the spring of 2020. If you are a SAS user and haven't had a teammate engaged in a transition meeting please talk to your supervisor and get connected with the ISD Chief and Deputy so that your requirements can be appropriately included in the new SAS system.

Also on track for release in spring of 2020 is the Aviation Technical Information Portal (ATIP), the sister to the Surface's CG-LIMS Technical Information Portal access point. For aviators, ATIP will replace TMAPS and will be a one-stop-shop for CG-22s, MPCs, Publications, TCTOs, and maintenance advisories. This web-portal interface will embody the unique processes of the Aviation community and enable efficiencies and new functionality for data management, analytics, and transparency. Already operating in the prototype environment ISD is working to finalize testing, correct any found deficiencies, and create system efficiencies where possible to help overcome large system user-demands. The BOD is helping to make training and guides for users prior to release – please stay tuned for more to come!

ALC'S APPROACH TO PRODUCTION MANAGEMENT: ENTERPRISE PRODUCTION SYSTEM (EPS)

LCDR Frank Wolfe, BOD

How does ALC manage and process over 25,000 manufacturing and repair work orders annually in support of Coast Guard aviation logistical requirements? In 2014 ALC made a production management change to what we now refer to as an Enterprise Production System (EPS). This change introduced a Theory of Constraints (TOC) approach to managing the ALC's production environment, and considers all requirements of production to deliver the Right Stuff, at the Right Place, at the Right Time, at the Right Cost. The goal of the EPS is to help us focus our limited resources in the right places to minimize risk and improve our logistical support function. The EPS system is managed for the ALC command by the Chief of the Business Operations Division (BOD), with separate functional areas delegated to three Branches within the BOD, and in cooperation with all Production Lines and Support Divisions.

How does the EPS work?

The EPS is a complex matrix of all production efforts at ALC. For the purposes of this newsletter article, I will focus on the organic, or in-house, manufacturing and repair of components at ALC. Each year ALC manages and processes over 25,000 manufacturing and repair work orders. The process begins annually with the BOD analyzing current inventory, historical usage, supply leader input, and future forecasting to generate a Requirements Based Budget (RBB). The RBB is a forecast to keep Coast Guard Aviation supply requirements healthy, and is used as a tool in the justification for CG-41/ ALC's annual inventory budget. In our constrained fiscal environment, the RBB is further analyzed by the BOD to best support the logistical requirements of Coast Guard Aviation while staying within the financial constraints. Basically, Coast Guard Aviation isn't funded year-over-year to maintain a 95% service level for all aviation parts. The BOD uses a risk-based analytical approach to best support aviation logistical requirements.

ALC continues to look for ways to be good stewards of our financial resources, and get the most value from every budget dollar. Analysis has indicated in-house manufacturing and repair provides great value, allowing ALC to maximize return on investment. Therefore, the Production Lines and Industrial Operations Division continue to look for capabilities to save money with in-house work.

Currently our in-house work accounts for over 25,000 work orders annually. The BOD, in cooperation with IOD and the ALC Production Tactical Execution Team (TET), is responsible for determining the scheduling of work orders, and the amount of Work-in-Process (WIP). Using the RBB, On-hand Balance Reports, CLICK parts, and other forecasting tools, ALC's Inventory Mangers request Extended Work Orders (EWOs) through AMMIS to repair or manufacture components at ALC. Each evening the BOD runs a statistical analysis that evaluates current inventory and forecast demand, and calculates an expected due date for each EWO, Programmed Depot Maintenance (PDM) part, and Service Request (SR). Using a calculated historical processing lead time, the BOD prioritizes all work requests into a work Queue report that ranks all requested work by risk priority. Each morning the BOD personnel review the current WIP to determine the quantity of the work Queue that can be accepted into WIP for in-house manufacture or repair. Once work is accepted into WIP it is routed through IOD and other industrial workshops until it is returned as Ready for Issue (RFI) materiel. As RFI materiel, the parts are sent to the Product Lines for PDM assembly, or stored as ALC inventory (ALC warehouse and unit allowances).

As ALC enrolls more Product Lines and components into our EPS system, the BOD continues to strive to improve our statistical analyses and update our algorithms to advance the EPS system.

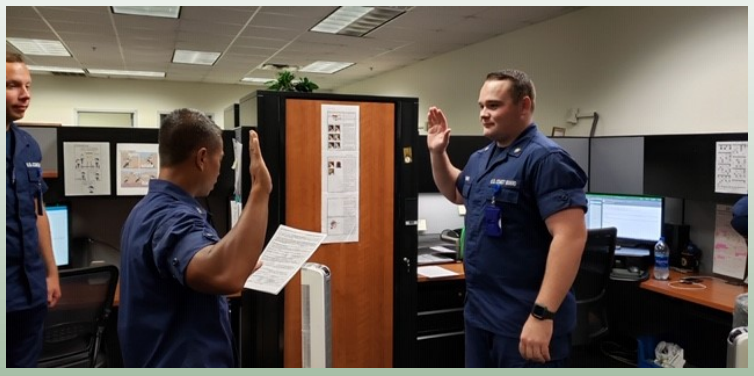
HCA WEEKLY WRAP, ALD PROCUREMENT

Deputy Crissy Taber, ALD

SKCS Michael Robart- SKCS Robart received a position page 7 at ALD's All Hands on 10/09/2019 for his superior performance of duties from the period of April 2019 to July 2019. During this period, he was acting Procurement Branch Chief, primary FOPC for 20 purchase cardholders, and Approving Official (AO) for four SKs and two civilian personnel. He also oversaw the fuel program, maintaining oversight of 30 Aircards for the aircraft Fuel Management System and a DHS Fleet Card used to support ground equipment at AIRSTA Sacramento (US Forest Service C-130 Maintenance). He significantly improved cohesion amongst a diverse workforce of contractors, civilians, and military members during a heavy assignment season. Bravo Zulu!

SK1 Kiah Flores- SK1 Flores was recognized at ALD's All Hands on 10/09/2019 and received a positive page 7 for her superior performance of duties from the period of 04-09 September 2019. During this period, she went above and beyond providing support during Hurricane Dorian. Working through heavy weather, flooding, and a power outage, she fulfilled critical parts request ensuring operational readiness throughout search and rescue efforts in affected areas during the hurricane. Bravo Zulu!

SK2 Nate Demers- SK2 Demers just recently completed his first four years in the Coast Guard and made the decision to continue with four more years of service. Thanks SK2 for all you've done and for your continued service!



Answer: A roller bearing fragment of a failed HC-144 main landing gear bearing currently being analyzed by the ESD Engineering Analysis Cell.

ALC AWARDS

SEPTEMBER THROUGH NOVEMBER 2019

CG COMMENDATION MEDAL

AMTC Levi Berg

CG ACHIEVEMENT MEDAL

AET1 Derek Freed

AMT1 Chris Duncan

CG GOOD CONDUCT

AET1 Taylor Lane

AET1 Jamie Flood

AMT1 Kristopher Lane

AMT2 Matthew Pierce

CIVILIAN LENGTH OF SERVICE

Brian Kilroy 5 yrs

Frank Crank 10 yrs

Gregory Pike 10 yrs

Larry Foust 15 yrs

Brian McGowan 15 yrs

Marty Wilson 20 yrs